The Autocar
20 APRIL 1956

SPORTS CAR NUMBER

1/-

The Autocar

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The Standard & Triumph Maintenance Voucher Scheme provides for the regular servicing of your car by your local Standard & Triumph dealer to a special formula prepared by Standard factory engineers. It enables you to obtain, at a modest cost, smooth, trouble-free running under all conditions. Another example of Standard and Triumph Service.

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13/9

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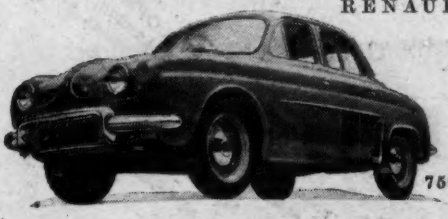

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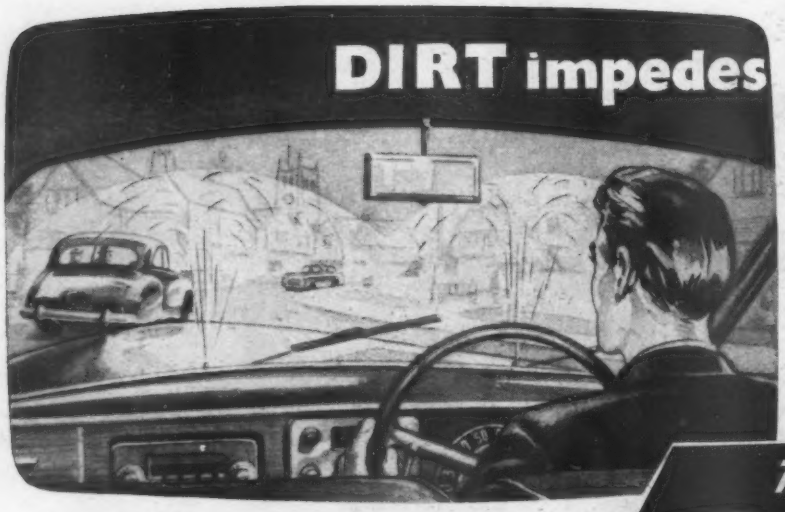

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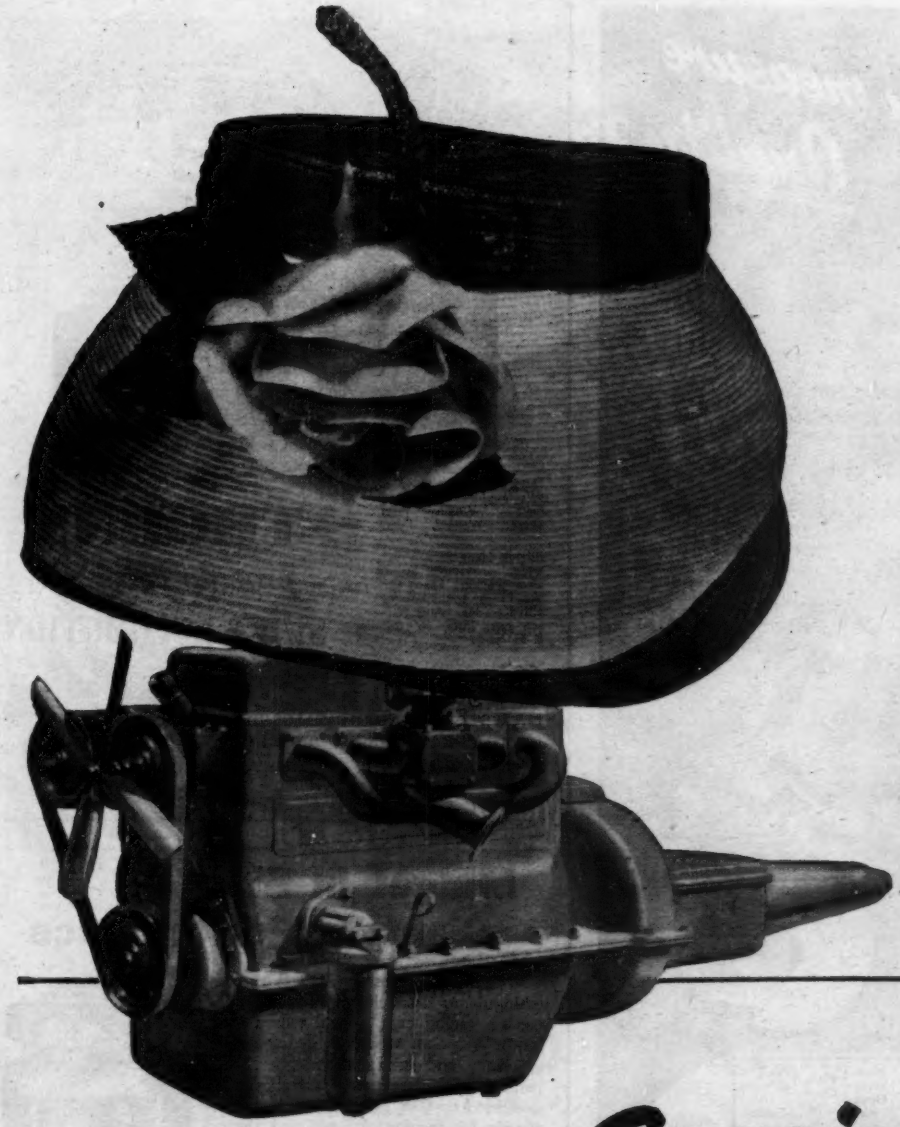

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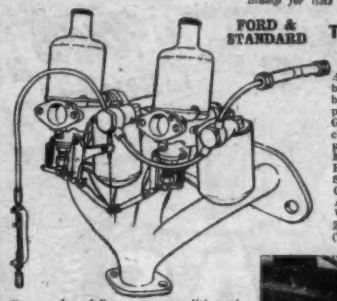

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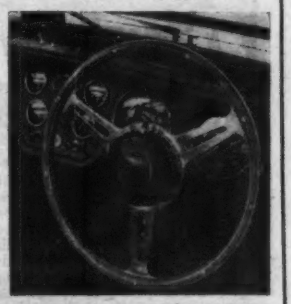

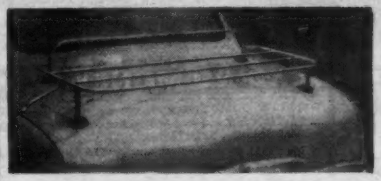

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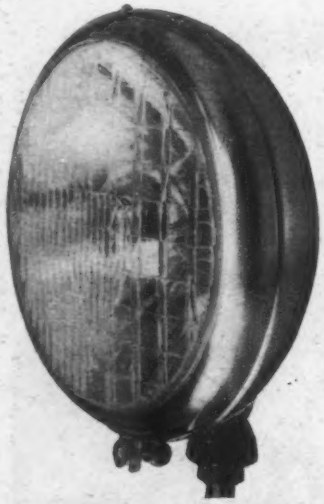

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(Formerly known as the LUND-SAFE-BEAM Lamp)
(W. H. LUND'S Patented NON-DAZZLE lens. Patents Nos. 660435 & 699982)

COMPLETELY SOLVES THE DAZZLE PROBLEM

No dipping, switching off or alteration required even on the busiest roads.

On a hundred mile journey after dark on any busy Main Trunk Road you probably have to do sixty or seventy miles of the journey WITH YOUR HEADLAMPS DIPPED. This means slowing down to 30-40 M.P.H. so that, if required, you can stop within the distance the road is illuminated.

Does the CONTINUAL operation of a dip switch cause a feeling of frustration and irritation to come over you? Of course it does. A fifty miles journey with your nervous system "on edge" is more tiring than a journey of 150 miles that you are really enjoying. **THERE IS NO NECESSITY TO DIP OR SLOW DOWN. DO NOT USE YOUR HEADLAMPS AT ALL.** Instead, fit a LUND Anti-Dazzle Lamp and use it with BOTH filaments **lit together** ALL THE TIME. This will produce a marvellous NON-DAZZLE "Carpet of Light" on the road 300 to 400ft. ahead, WHICH YOU NEED NOT ALTER in any way, even when meeting continuous streams of approaching traffic. 99½% of approaching cars will dip to you and some even drop down to side lamps only. This "carpet of light" picks out the "shape of the road" several hundred feet ahead, giving ample warning of bends, side roads or obstructions. A long night journey becomes "SHEER CONCENTRATED JOY."

You can increase the width and brilliance of the long distance beams projected on to the road by fitting TWO of the lamps, but as many people **think** they are going to be dazzled when they see two lamps lit, you might have to switch off the OFF SIDE lamp sometimes on a busy road to obtain 99½% responses.

The average Motorist probably does a bigger mileage **after dark** in the spring, summer and autumn than he does in winter **and he meets more approaching traffic** when returning from his evening or week-end runs.

WRITE FOR OUR DESCRIPTIVE FOLDER, which tells you how all this is accomplished. YOU WILL BE INTERESTED.

There are now thousands of satisfied enthusiastic users of **LUND LAMPS** on the roads all over the British Isles (and also in various countries abroad). As a result, orders are pouring in daily from friends of these delighted owners.

WE HAVE NOW PURCHASED THE PATENTS and SOLE SELLING AND PRODUCTION RIGHTS FOR THE WORLD of this WONDERFUL LAMP.

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CHROME FINISH. Shallow back type lamp 3½in. deep, 7½in. diameter.

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Please send without obligation an Owen Portable Seat Stand on 8 days' approval. Should I retain the above Stand more than 8 days, I promise to pay the sum of £8 cash or alternatively £2 deposit, and £1/2/6 per month thereafter for six months. Carriage will be paid by me if returned.

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Rotoscythe's power driven cutting unit revolves at high speed parallel to the ground. A powerful draught is created which draws the uncut grass vertically into the machine. There it is sliced off and blown together with leaves, twigs, etc., into the totally enclosed box at the rear.

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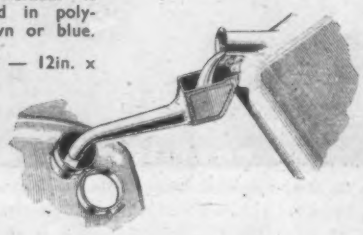

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Car-flattery, driving comfort and safety are all combined in this new, handsome and dashing K-L SUNVISOR.
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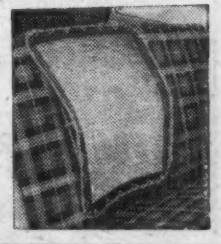

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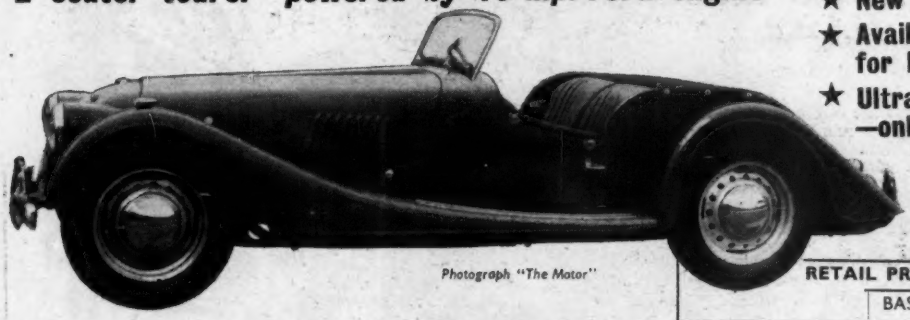

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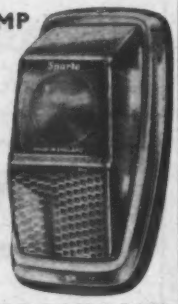
(No. 2000)

An easy to fit lamp which complies with all continental regulations.



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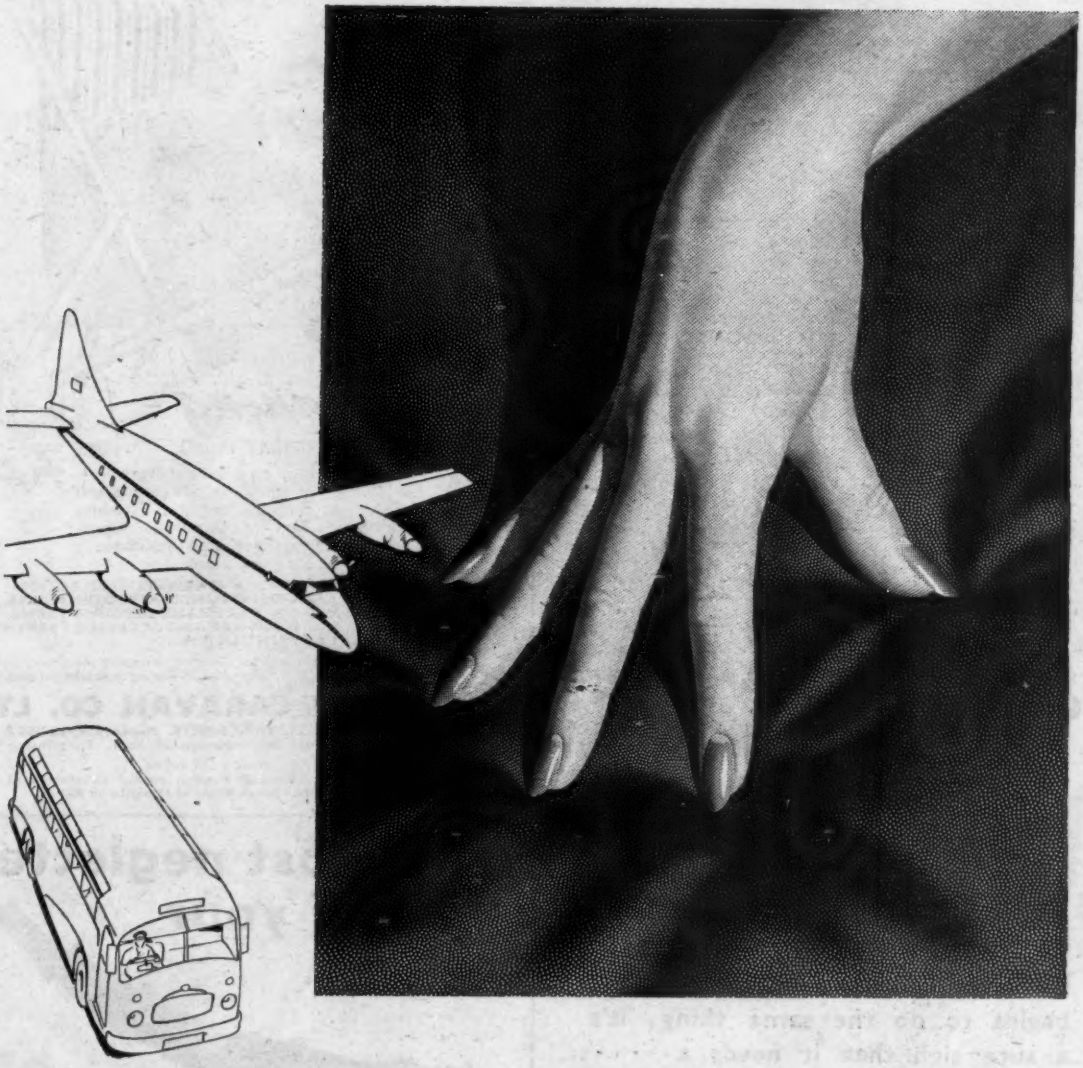

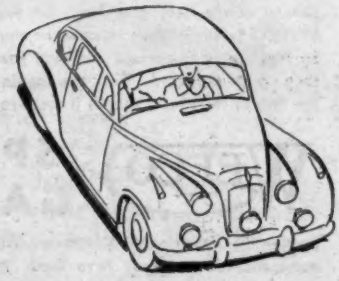

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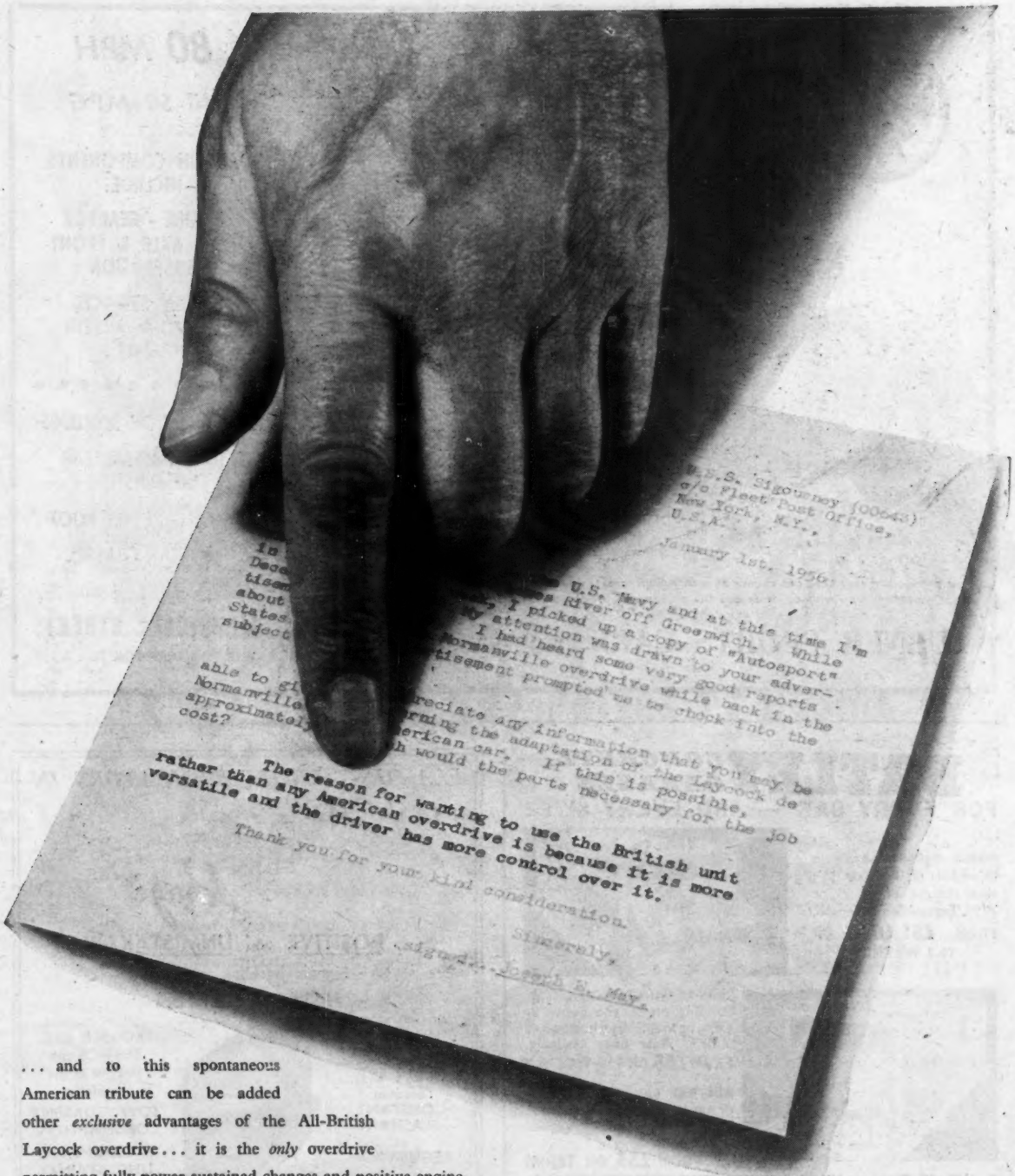

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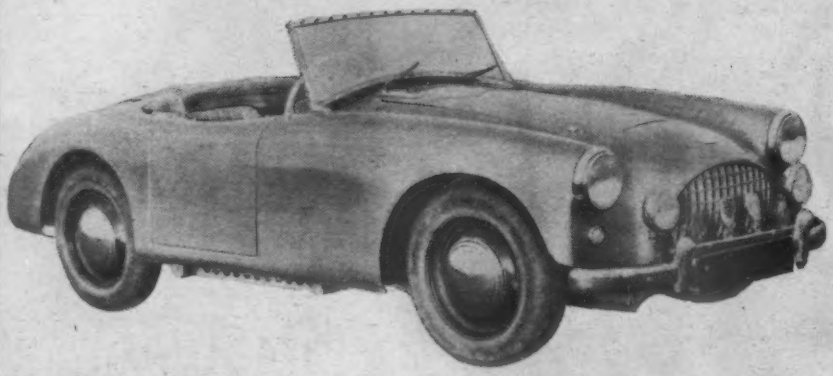

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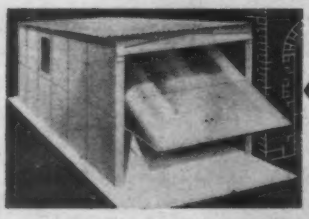

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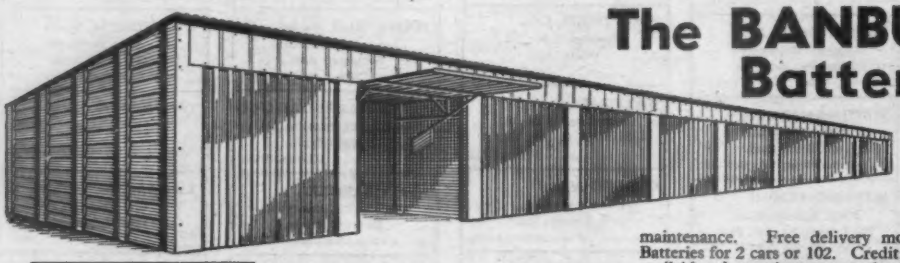

We erect if required

The finest and simplest Battery lock-up garage construction with a specification second to none. Miles cheaper than brick. Your own unskilled labour can erect with the greatest of ease. Will last 100 years and more. Perfect aluminium Glide-Over doors. Not a penny for maintenance. Free delivery most areas. Batteries for 2 cars or 102. Credit facilities available. As an investment the Banbury Battery Way is unequalled. A Battery can pay for itself OUT OF RENTALS in 2½ years. Thereafter the income is YOURS FOR LIFE. **Special trade terms. Write now for full details.**

Made by the makers of the famous Banbury Garages

BUY A BANBURY—YOU'LL BE AS PROUD OF IT AS WE ARE

Portable Concrete Buildings Ltd., Ironstone House, Aynho Road, Adderbury, Banbury. Tel.: Adderbury 331/2/3.

DHB/2217

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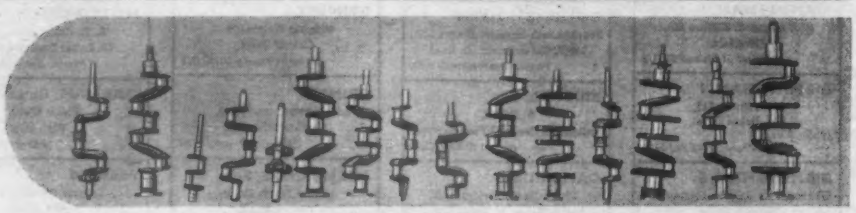

These Crankshafts were reground by one operator in an 8-hour day.

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FOR THE Prince CRANKSHAFT REGRINDER

Consider these advantages: • 58in. x 6in. or 58in. x 7½in. stroke-capacity. • 3 to 5 minutes total set-up time. • 4 to 10 minutes, per journal, according to size. • No offsetting—no balancing. • Operators easily trained. • Low initial cost and maintenance cost. • Very low space requirements.

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Satin Silver

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Also available Polished Silver. We can supply plates with highly polished digits. "Pyramoid" shape.

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All orders posted the same day as received. Callers one hour. Your guarantee of the genuine article is the name tab "Bluemel's" affixed to all plates.

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BASIC PRICE
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By Appointment to Her Majesty the Queen Manufacturers of Agricultural Equipment

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(Plenty for one car)

Special Gift Pack of 6 sachets—4/6

This is something new in car cleaning . . . the easiest, quickest way to *wash your car and wax it at the same time!* FLING took 7 years to perfect, 7 years' diligent research into the solubility of protective waxes . . . yet it takes **only 10 easy minutes to use.**

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P.S. For the finest finish . . the FLING Cleaning Mitt: top quality genuine lamb's wool!

In the M.G.A.

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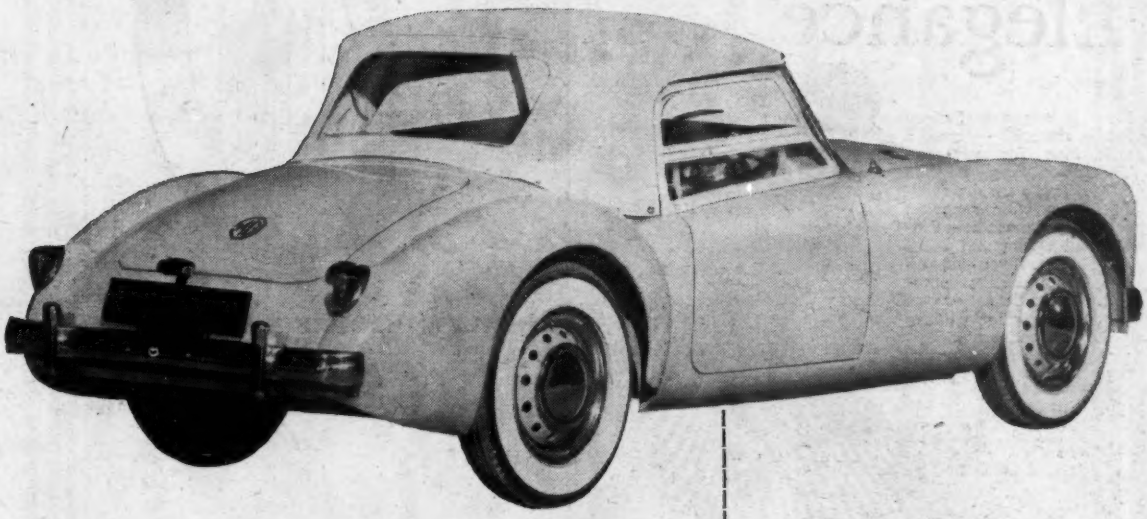

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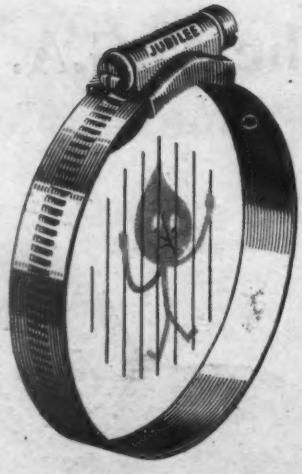

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Many motorists are not satisfied with modern suspensions. Soft springing can give a more comfortable ride, but it frequently produces a feeling of instability at speed or with a full load.

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The powerful, *progressive* action of the "Ridemaster" controls the rear springs, giving the best possible performance at all times. This means greater comfort, much improved cornering and roadholding.

If you want the full story, and it is well worth knowing, please write for brochure R1.

★ inexpensive
★ simple to fit
★ needs no maintenance

THE RIDEMASTER
variable - rate
SPRING CONTROL

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Made by one of Britain's leading car spring manufacturers.

—a new experience in motoring

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exhaust reflector-deflector

An entirely new conception in exhaust deflectors designed to reduce back-pressure.

Avoids all tendency to "scoop" underbody air-stream.

Extractor ring actually assists exhaust exit in small bore tailpipes.

Regulation size reflector fitted with genuine hand-cut *quartz* crystals moulded in heat resistant hard plastic will not fade, dull or fall-out.

Easi-clean streamlined contour with unique "closed-end" look, enhances the appearance of any car.

A ROPLIN quality product—all steel, heavily *chromed*, tested and fully guaranteed.

***From most garages and motor accessory shops or direct from manufacturers 27/- post free* 26/6**

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For a *quick* change...

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LONG REACH PLUG SPANNERS

Here's a spanner designed to make plug removal really easy. With its long handle and swivel-jointed head, it will reach the most awkwardly placed plugs with minimum effort. It is 1ft. 3½in. long overall, and has a full-fusion pressure welded handle.

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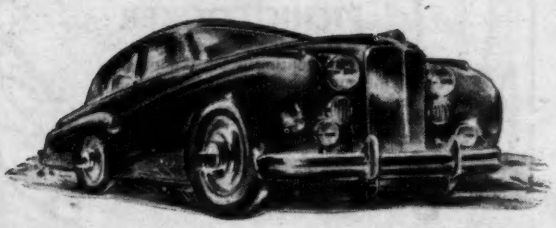
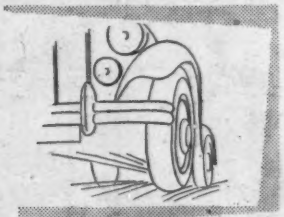
FINA PETROLEUM PRODUCTS LIMITED

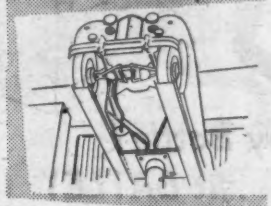
PROTECT THE UNDERSIDE OF YOUR CAR

WITH BITULAC CHASSIS SEAL

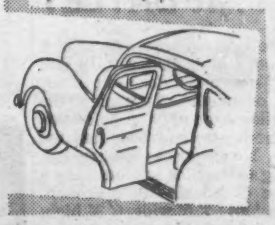




Prevents damage to underside of wings from upflung stones.



Prevents corrosion of all chassis surfaces.



Prevents drumming of sheet metal panelling.

Coat the underside of your car with BITULAC CHASSIS SEAL. This resilient coating prevents the surface being chipped, so eliminating the risk of corrosion. When applied to sheet metal panels, it reduces "drumming" to a minimum. Applied with brush or spray it dries in 2-3 hours.

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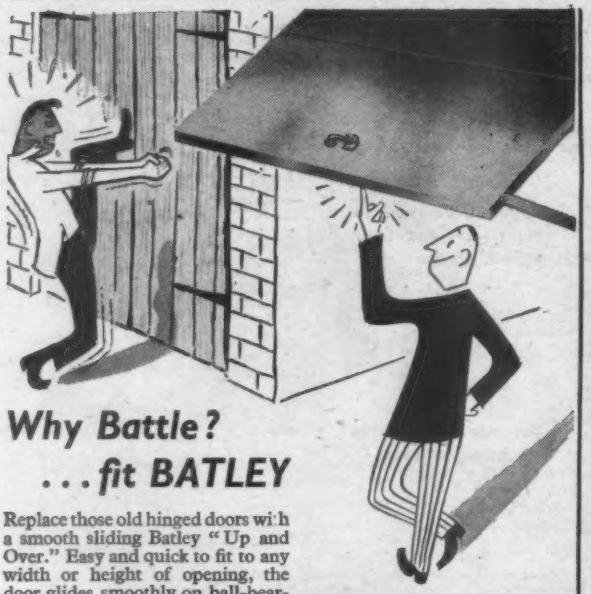

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Replace those old hinged doors with a smooth sliding Batley "Up and Over." Easy and quick to fit to any width or height of opening, the door glides smoothly on ball-bearing wheels—up and over into the garage. No springs to lose tension, nothing to warp or sag, ensuring a lifetime of trouble-free operation. Dimensions: 7′ 6″ wide, 6′ 3″ high; clear height of 6′ 1″.

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Panelled in Aluminium Alloy..... £99
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If in any difficulty please write to:—
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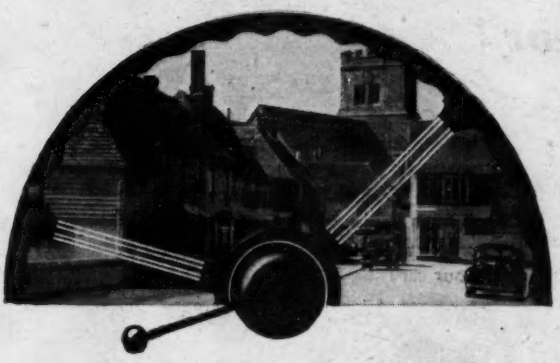
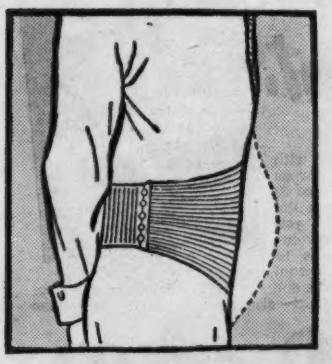
If you sit behind one of these



. . . the 'danger line' may get you if you don't watch out

For motorists . . . especially those who are regularly making long journeys or who are behind the wheel a lot from day to day . . . the LINIA BELT is a beneficial support. It lifts the abdominal organs into their correct position and supports the back. It relieves weight, is light and supple to wear and considerably adds to the driver's comfort when travelling and, as a result, he feels less tired.

Recommended by the highest medical authorities.



You can avoid that unhealthy unsightly curve and relieve motor backache

wear the

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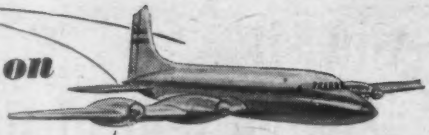
The hose-clip they use on the Bristol Britannia will certainly suit my car!



The Cheney Connect is the hose-clip they use throughout the aircraft industry. Its patented thrust washer was specially designed for high performance in Battle of Britain days. *And it costs no more than ordinary hose-clips.* So choose Cheney for your car!

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Give your car that extra finish . . . added refinement which will improve appearance still more and impart the "luxury" look. You can do this simply and inexpensively by fitting PLANSEL Plastic Wheel Discs.

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takes less space . . . gives more comfort

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Amazingly light and compact, the sturdy 'Spacemaker' keeps you at perfect ease through hours and hours of driving. It can be fitted in a few minutes — and literally *lifts* out for easier floor brushing.

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79/6 each
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DIMENSIONS
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1: *Seat width*.....18"
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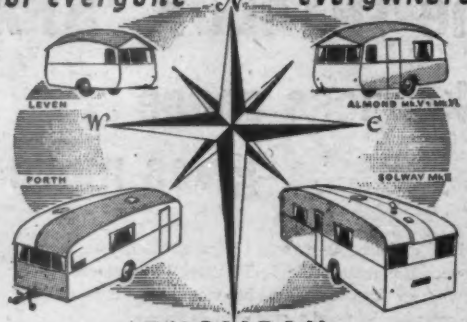

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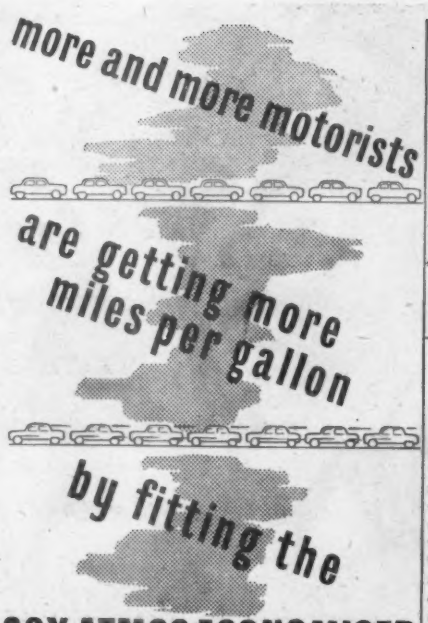

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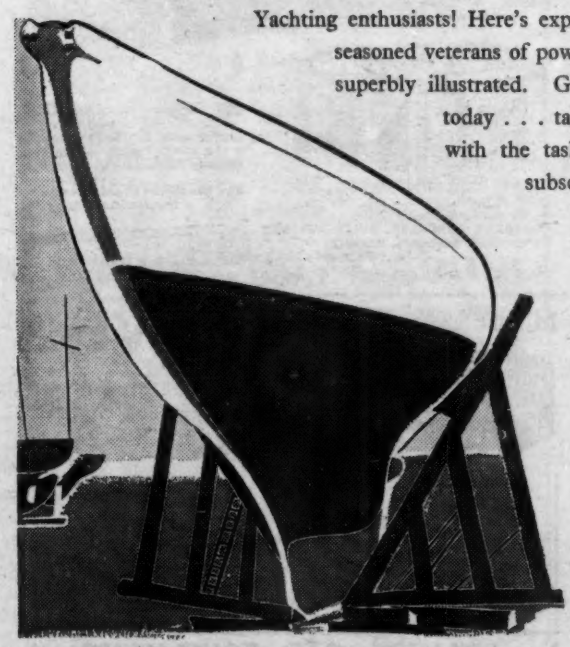

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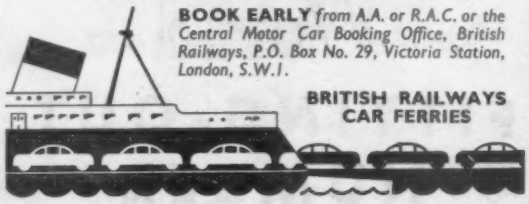

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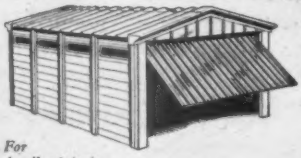

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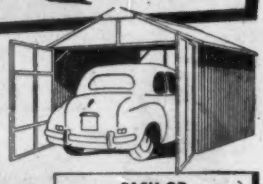

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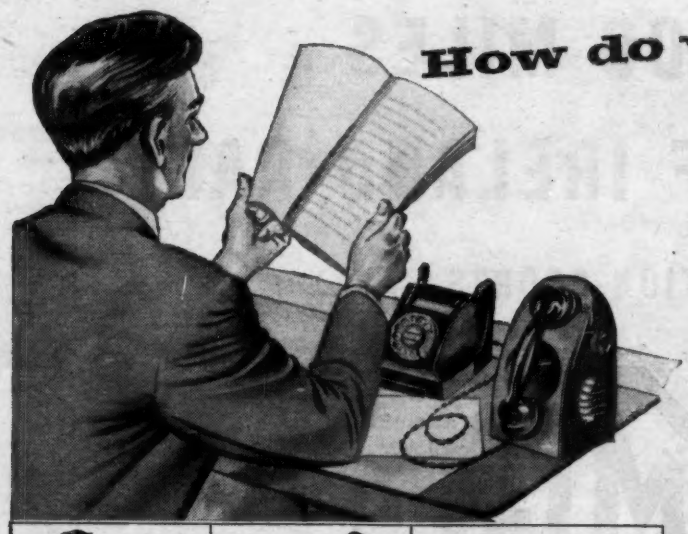

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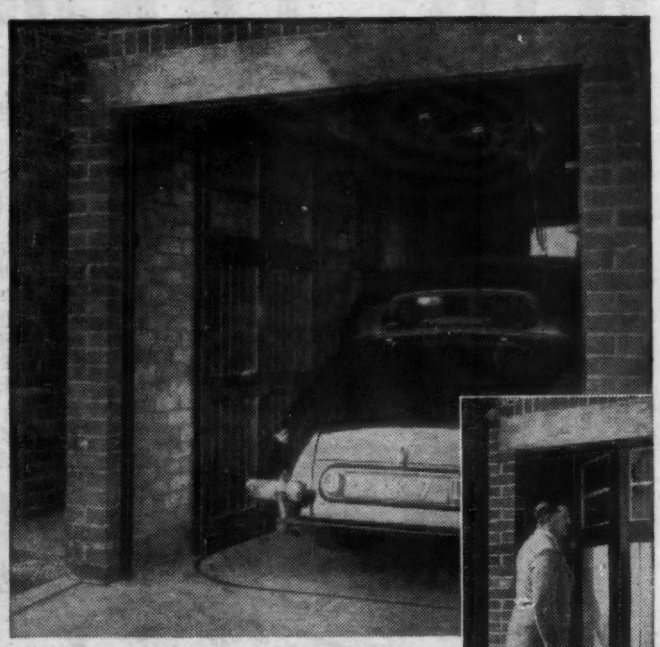

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The Autocar
FOUNDED 1895

No. 3148 Friday, 20 April 1956 Vol. 104

Hare or Tortoise?

NO excuse is needed for referring once again to the matter of speed limits. It is a subject which closely affects every home driver, and present deliberations may have a considerable influence on motoring, and particularly on daily journey times, for the next dozen or twenty years. In London, rush-hour traffic can no longer emulate the tortoise, let alone the hare, of the familiar fable—and we recall that even the tortoise has to stick his neck out to progress.

Last week the Report on the 30 m.p.h. Speed Limit in the London Traffic Area was published by H.M. Stationery Office. We would at once emphasize the words "in the London Traffic Area." No more now than a report concerned with a small, densely populated section of the country, it might, even so, be translated one day into the laws of the land. A summary appears on page 413, and the principal conclusions and recommendations contain much more valuable advice than might have been gathered from the interview of the Chairman by the B.B.C.

In our leading article of April 6 we expressed opinions on several questions of speed, dealt with in the report. An additional subject deserves to be stressed, although it is not directly concerned with speed restriction. We refer to lane discipline. This has a bearing on road safety, but so long as indiscriminate parking is allowed there are but few British roads on which the lane system could work properly.

Almost always it is the stationary vehicle which causes the driver of a passing one to force his way from the inside to an outside lane. Such an action leads to a familiar sequence of events on the part of other road users—swerving, snap braking, queue-jumping, trespassing on the wrong side of the road—and, of course, delay.

Whichever (if any) of the recommendations of the report find favour with the Minister and eventually become law, if they help to keep traffic in built-up areas moving in orderly lines and at a brisk pace, they will receive general approval.

Speed and Sports

THERE is a peculiar relevancy in this special sports car issue to the committee's views on maximum speed. Under the heading "High-powered Cars" they deplore the fact that 100 m.p.h. cars can be obtained by the average driver, who, they affirm, "is not competent to control a car safely at such speeds," and they recommend that manufacturers and Minister consider whether a voluntary limit should not be imposed to ensure that the potential speed of a car did not exceed "what was reasonable" in this country.

There are two main objections to this: What is "reasonable" in this country is capable of wide definition. Ten miles an hour is unreasonable through the Petticoat Lane market of a Sunday morning, 90 m.p.h. reasonable between Ashbourne and Buxton after 12 o'clock on a dry night. Moreover, speed sells motor cars, and while Britain relies so greatly on her motor industry for her very welfare, it is not wise to put the development of high performance in leading strings.

But far more important is a fact that sports car drivers know only too well. In good hands the high-speed sports vehicle is the safest car on the road, and its safety has been developed as a result of speed. Anyone who tried to go at 60 m.p.h. in the cars of the early years of the century was taking his life in his hands, for not until speed showed suspension to be so woefully inefficient did improvements result. Today, cornering safely at 60 m.p.h. is commonplace. Four-wheel brakes are the result of speed; so is the leech-like grip of the modern tyre. So are the driving position and shock-free steering that make modern car control so precise. Would the treacherous oversteer of former years have been replaced by the directional stability known as understeer if it had not been for weaknesses discovered by speed?

Very high top speeds are the outcome more of the desire to provide a valuable reserve of power than to make high maxima a practical attainment. Such power can be translated into the safety factor of acceleration—in avoiding slow overtaking, for instance. Moreover, speed must always be related to roads.

Clear thinking is necessary in these things. The aim of greater safety is wholly laudable, but this is not the way to achieve it. Speed for speed, the sports car is the safest car of all—it is the incompetent driver who needs restraining!

C

BORDERLINE CASES

WHEN IT COMES TO DEFINING SPORTS CARS THE LAYMAN IS LESS AT SEA THAN THE EXPERT

THERE have been valiant attempts to define sports cars with simplicity and certainty (I've made 'em myself) with a surprising unanimity of result—all have failed. Consequently the more precise sections of this special issue are officially classified by the *Fédération Internationale Automobile* which, as everyone knows, has the utmost difficulty in making a sports car a sports car even with the help of millimetres of seat width.

The ordinary motorist labours under no such handicap. His neighbour owns a 3-litre Lagonda and the whole of the street is well aware that it is a sports car. Why? And if the 3-litre Lagonda is a sports car then is the Mark VII Jaguar? Or the Riley Pathfinder? And if the Pathfinder is allowed into the hallowed circle, shall the M.G. Magnette enter also?

We are, at least, considering the borderline cases. No one of us, driving our Zephyrs and Vauxhalls along the highway, has any doubt that the TF Midget or the XK120 is a sports car. Yet it might be instructive—or perplexing—to recall that the Ford Zephyr will put up a splendid performance in sporting events; in 1953 it won the Monte Carlo Rally. . . .

I have just been through *The Autocar's* booklet of car specifications in search of borderline cases. Here they are, as I see them:—

A.C. 2-litre	Jensen 541 and Interceptor
Alfa-Romeo 1900	Lagonda
Alvis 3-litre	Lancia Gran Turismo
Bentley Continental	Mercedes-Benz 300 SL
Bristol 405	M.G. Magnette
Citroen DS19	Porsche
Jaguar Mark VII	Riley Pathfinder

Sunbeam Rapier and Mark III

Straight away there will be a hoot of derision from the enthusiast. 300 SL and Porsche? Of *course* they are sports cars. As the armchair motorist, I agree; but as the border raider I must ask you to consider one or two points. The 300 SL is a 3-litre six-cylinder with direct injection, a compression ratio of 8.55 to 1 and a developed power of 240 b.h.p. at 5,800 r.p.m.

I've driven one. It did 115 m.p.h. on the open road and pottered through London on top gear at 28 m.p.h. My passenger and I talked easily in the heated and ventilated interior.

I haven't driven a Cadillac, but I see that it is a 5½-litre eight-cylinder with normal carburation, a compression ratio of 9 to 1 and a developed power of 250 b.h.p. at 4,800 r.p.m. I expect I could get over 100 m.p.h. out of it and it would certainly potter in the traffic, Hydra-Matic transmission and all. Is the Cadillac a sports car?

The only notable difference between these cars is in the seating capacity. The Mercedes seats two, the Cadillac half a dozen. I hope that doesn't mean that a sports car is a car with not much room in it.

The enthusiast will now say that the distinguishing feature is *the way that it does it*. Again, as an armchair 1½-litre Riley owner I'm with him every time (incidentally, the 1½, with far less performance than a Zephyr, is firmly a sports car). But against the two of us I am going to quote the Porsche. The Porsche has a phenomenal performance, but a high-speed rear-engined car calls for a driving technique of its own because its fast cornering has opposite characteristics from those of a front-engined car. I doubt if the conventional understanding of "the way that it does it" can cover rear-engined road behaviour as well as front-engine. Likewise, in certain respects, a front-wheel-drive car requires special techniques, though I think most of us would agree that the DS19 is not a sports car. For the moment we will not ask ourselves why.

The other cars in the list also have a good, safe feel on the road, driven fast; they are all lively and responsive to the driver, and they will all go round corners fast and controllably. But so will a Rolls-Royce and a Ford Anglia; and so, especially, will a Wolseley Four Forty-four. Why, then, include an M.G. Magnette amongst the sports cars and leave the Four Forty-four out?

Are we being hoodwinked by a saucy shape and a certain elegance of line? All these cars have rather nicely styled bodies, with one or two of them outstandingly good-looking: Bentley Continental, Bristol 405, Jaguar and Jensen; Mercedes and Rapier. But the Pathfinder shares its body shape with the Wolseley Six-Ninety, so if the bodyline theory held water we should have to include the Wolseley in the list, or eliminate the Pathfinder. Would it, perhaps, be correct to do this to the Riley?

Surely not! Even if the body shape is held to be "touring" rather than sports, the engine must be considered. This is the famous Riley design, a long-stroke four-cylinder with overhead valves in hemispherical combustion chambers, operated by short push-rods from twin camshafts high in the block. You remember what Freddie Dixon used to do with the smaller counterpart at Brooklands, and Kay Petre's blue car . . . winners if you like. If an engine with that record does not earn its vehicle a place in the sports category, then the world has turned topsy-turvy.

Is it the engine, then? If it is, the inclusion of the 2-litre A.C. becomes logical, for the famous old Thames Ditton six-cylinder has more than earned its laurels. The eye goes down the list hopefully. It might blink as it encounters Bentley, and it will also hesitate at Citroen. But we have already doubted whether the DS19 ought to be called a sports car, so we will let that pass: but what about Jensen?

Jensen's use Austin's big six-cylinder, which powers the Princess, and here is, it seems, an unavoidable stumbling block. The 541 is a sports car, the A.135 isn't; and yet we have already decided that it isn't the body that counts!

The subject drives its discussion inevitably towards clichés. Is it a combination of virtues that earns a car the title sports? The answer may well be yes, but anyone who subscribes to it must list the virtues, and he will find it very difficult to compile a list that does not merely add together all the separate factors that have been discussed so far. Even so, it *may* be the combination that counts. Suppose there are ten virtues, and the car that qualifies must contain eight. Let us postulate ten virtues for a sports car:

1. It must have a high-performance engine.
2. Good power-weight ratio.
3. Satisfying gear change.
4. Smart appearance.
5. Low centre of gravity.
6. "Proper" instruments.
7. Good brakes.
8. Good cornering capabilities.
9. A feeling of "one-ness" with the driver.
10. Complete safety.

As long as the eye continues to run through the earlier list of cars the feeling is present that we are getting somewhere. But if the exercise is extended to a list of cars available from, say, the British factories as a whole, we speedily find that nearly every car made today possesses at least eight of the virtues listed. The Morris Minor, for instance, lacks at most a few fancy instruments which a sports car driver likes.

If I remember the Daimler Conquest Century which I drove to Switzerland last year, not a single one of the virtues was lacking on that car, for the gear change on Daimlers is quite delightful, even if it is a preselected change. Increas-

ingly it becomes plain that the ordinary motorist's certainty over sports cars is not based on logic. Yet the certainty exists. For instance, let me give my own exceptions to the sports-title from the list:

3-litre Alvis
Citroen DS19
Sunbeam Rapier

And the doubtfuls (the same certainty exists that they *are* doubtful cases):

Bentley Continental	Jensen
Bristol 405	M.G. Magnette
Jaguar Mark VII	Sunbeam Mark III

The light begins to dawn at last, and becomes bright if the analogy with animals is considered. Why are retrievers and spaniels sporting dogs? What have they in common with a greyhound? The answer is tradition. Certain dogs, certain horses, certain cars have a long sporting tradition behind them, and those motorists whose memories go back a reasonable distance cannot fail to associate certain names with the sporting tradition. Now our lists become clear, at least for the motorist who grew up between the wars, even if the post-war motorist is at a loss. He must expect to be, because tradition is always changing, and the names which he associates with sporting characteristics will be different from those of his predecessors.

Even so, some inclusions and exclusions need elucidation. Why, for instance, is the Alvis excluded?

The great days of Alvis as a sporting car were a little before my time and the car has grown away from what it was in those days. It has assumed the body of a gentleman's carriage—a very good one, too—and the more famous sporting engines (the smaller ones) have disappeared. By contrast, the 2-litre A.C. retains the famous engine and has a rakish body.

I am sorry to be unkind to the Sunbeam Rapier, but I do not feel that it can inherit the great Sunbeam sporting tradition. On the other hand, it may well build up a new tradition round the old and famous name. Curiously, the Sunbeam Mark III becomes a doubtful because it has relinquished the Talbot part of the name under which it scored its greatest successes. Illogical, but there you are.

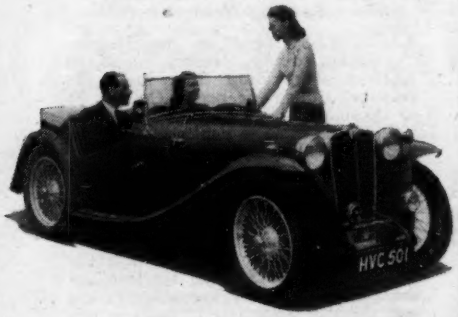
The Bentley Continental is a near miss, but the Bentley tradition was built up on engines designed by "W.O.", which is one of the reasons why the Lagonda so firmly becomes a sports car. The name Lagonda is a famed sporting one (Fontes and Hindmarsh won at Le Mans in a Lagonda) and the 3-litre, six-cylinder engine currently in use is a W. O. Bentley design.

The Bristol, for all its beauty and performance, has its sporting tradition to build up. The Mark VII Jaguar loses to its more sporting sisters and can afford to be excluded. Jensens have as yet no sporting tradition to back very high-performance cars. But the M.G. Magnette? Why do I regard that as a doubtful sports car? Because, I think, the Midget breed and the M.G. "A" look after Abingdon's sporting reputation while the pull of B.M.C. as a whole seems to be drawing the Magnette away from its older loyalties. This impression is strengthened because the body shell is common to that of another B.M.C. car.

Likewise the Pathfinder, if it should assume a B.M.C. engine of the new series, will become doubtful in my mind, and unless Riley produce a successor to the 1½ using the celebrated engine (which would not make sense, anyway) the Riley sporting tradition will need re-establishment.

One thing is apparent. What is, and what is not, a sports car is, on this assessment, a matter for the individual. And well it should be. If there were a well-defined category we should lose yet another opportunity to be individualists, yet another subject for good-natured argument and yet another interest in motoring life. And we should not be able to poke fun at those F.I.A. millimetres.

MICHAEL BROWN.



No one doubts that the TC Midget belongs to the sporting category, but many motorists would be sceptical of the eligibility of the Ford Zephyr. Yet the earlier Zephyr, in the hands of Gatsonides and Worledge, won the 1953 Monte Carlo Rally, a rally which is often described as the greatest sporting event.

WHICH IS THE SPORTS CAR?

NEWS AND VIEWS

THIS NEW VOLVO is scheduled to go into production next year. Technical details of the car have not yet been revealed, but it is stated that it will sell for approximately £860.

Instruction Model

A TRIUMPH TR3 has been presented by the Standard Motor Co., Ltd., to the Dresden Technical College for instructional purposes. The car was on display at the Leipzig Fair.

Ministerial Jaguars

TEN new Mark 7 Jaguar cars for New Zealand Ministerial use have arrived in Auckland. They will form the nucleus of a new fleet for Ministers. Two Austins, to be used mainly for State occasions, are also to be supplied.

Nuffield Appointments

THREE new technical appointments have been announced by the Nuffield Organization. They are the promotion of Mr. W. W. Balding to the post of chief engineer; Mr. C. A. Griffin to that of chief experimental engineer, and Mr. J. E. Whitehead to be assistant chief experimental engineer.

Automatic Super Snipe

HUMBER, LTD., have announced that their Super Snipe is to be available with automatic transmission. It will be the lowest-priced car in Great Britain with this form of transmission, which is of Borg-Warner design. Price of the Super Snipe saloon with automatic transmission will be £1,075, plus purchase tax in Great Britain £538 17s, a total of £1,613 17s.

Simultaneously, basic price reductions of £145 on both the standard Super Snipe and touring limousine have been announced.

B.M.C. and E.R.A.

REPORTS have appeared in the daily Press indicating that the British Motor Corporation has acquired the designs and prototype of a revolutionary 120 m.p.h. sports saloon from E.R.A., Ltd., of Dunstable. This statement is, broadly speaking, correct but we do not believe that there is any intention of putting this particular design into production.

The Dunstable concern has been commissioned to prepare another design for B.M.C. in the form of a normal family saloon, and there will be a similarity in conception between this and the previous E.R.A. design, some components being virtually interchangeable. The new design represents a departure from conventional practice; it incorporates many features not at present used on any British model.

The new project is still in its early stages and, with the development period ahead, it must be some time before the production stage can be reached. It is encouraging to know, however, that it represents a determined effort to design a British vehicle which, when it is produced, will embody technical features in advance of those of its foreign competitors.

Guests from Sweden

THE Standard Motor Company last Wednesday entertained to dinner at Stratford-on-Avon a party of journalists from Sweden. The managing director of the firm, Mr. Alick S. Dick, told the visitors that Sweden was their largest and most important European market, and added that since the announcement of the Standard Vanguard Phase 3 last October, 84 per cent of its production had been exported.

Testing Analysis

VEHICLES tested at the Hendon Station during January numbered 1,521—a sharp drop from the 6,393 examined during the period October 11 to December 31, 1955. The analysis of faults which came to light show that the trend was quite similar in both periods. In January, 97 per cent of the pre-1945 cars needed attention to footbrakes, steering, tyres or head lights; 85 per cent of the 1945-1953 cars were faulty on similar counts, and the total for models after 1953 was 66 per cent, 11 per cent below the previous figures. Steering shortcomings showed a consistently lower figure; last year the high percentage of faults in this direction was put down to excessive play in the steering mechanism.

Questioned in the House of Commons on the subject, the Minister of Transport said that although these statistics showed that a testing service was needed on safety grounds, he did not intend to open any stations before Parliament gave its assent to the scheme proposed in the Road Traffic Bill.

Forthcoming Specials

THREE of our associated journals are producing special numbers during the coming week. First of these is the **Civil Aviation Number** of *Flight*, which is on sale today. On Wednesday, April 25, *Amateur Photographer* will publish a special **Outdoor Number.** The following day, Thursday, April 26, the **Holiday Number and Buyers' Guide** of *The Motor Cycle* will be published. All these special numbers may be purchased from newsagents, or from Trade Counter, Dorset House, Stamford Street, London, S.E.1. These much-enlarged special editions will be sold at their usual prices as follows: *Flight*, 1s 6d; *Amateur Photographer*, 1s; *The Motor Cycle*, 8d.

TROPICAL ECONOMY

IN spite of very much more stringent scrutineering and a general tightening-up of regulations, this year's StanVac Economy Run in Malaya was won with an astonishing 133.17 ton miles per gallon (74 m.p.g.), which is about 46 ton miles better than last year's best figure. The winning car was a Sunbeam-Talbot 90 drop-head coupé with nearly 30,000 miles to its credit, and was driven by K. H. Yeoh, a Chinese.

Altogether, 22 competitors passed the 100 ton miles per gallon figure.

The fine-weather run of 506 miles from Butterworth (Penang) to Singapore was made in two days with an overnight stop at Kuala Lumpur, each 250-mile leg having to be completed in nine hours, irrespective of car or class.

At the scrutineering, Rotary Atomizers and other fuel distribution aids were being collected by the bagful, no maker yet including such items in catalogued specifications, whilst yards and yards of radiator blinds suffered a similar fate. Some hopefuls who replaced the latter with newspapers were later disqualified. One entrant, in his pursuit of m.p.g., had even gutted his dynamo and slackened the fan-belt right off, hoping to make the trip on his battery; however, his electrical equipment was back in full working order before the start.

Most cars carried considerable ballast, the winning Sunbeam-Talbot weighing 4,030 lb all-up, whilst the Citroen and Magnette which finished 2nd and 3rd each weighed about 1¾ tons. Some of the larger American cars were reportedly *carrying* nearly two tons!

This year, not only the petrol tanks but also bonnets were sealed, so one could lose by running out of water as well as petrol, and, in fact, several competitors did not finish, or limped home, owing to minor engine troubles.

French Production

CAR production in France reached a new record last year; 552,982 cars were manufactured—a considerable increase on the previous year's total of 437,098.

New York Show in April . . .

AT the International Automobile Show of New York, to be held from April 28 to May 6, British cars will be well represented. The organizers of the Show state: "In a competitive battle for overseas sales, Great Britain, anxious to retain its lead as the largest exporter of cars, will introduce a group of new styles and models. These include the Aston Martin, Arnolt Bristol, Austin, Austin-Healey, Bentley, the Ford Consul, Anglia, Prefect, Zephyr, Squire, De Luxe Thames Van and Zodiac lines, Hillman, Hillman Minx, Husky, Jaguar, M.G. and M.G. A, Morris Minor, Morgan, Riley, Rolls-Royce, Sunbeam and Sunbeam Rapier, and Triumph TR3."

Other exhibiting countries will be Germany, Italy, France and Sweden.

. . . and December

FOR the first time since 1940, the U.S. Automobile Manufacturers' Association will hold a national motor show in New York this year. The show will be open from December 8 to 16.

Car Pools

THE proposal to introduce motor racing pools and to organize them in a similar manner to football pools will meet with a mixed reception. Organized gambling in connection with most sports lowers their prestige in the eyes of many followers.

Pools by post are, of course, very different from on-the-track betting, and there is no reason why those taking part in the racing should be affected in any way. A suggestion that 5 per cent of the gross receipts might be handed over to the race organizers will be greeted with enthusiasm in some quarters, treated as sugar on the pill by others, and probably cold-shouldered by a third group.

The Late Mr. G. Richards

A MEMORIAL service was held at St. Marylebone Parish Church, London, on April 18, to Mr. Gordon Richards, chairman of Solex, Ltd. Mr. Richards, who had had a long association with the motor industry, died at the age of 70 in Teneriffe, where he was on holiday, and was buried there.

Second Fair Open

ON Monday, April 23, the second part of the British Industries Fair will be opened at Olympia, London, by the Rt. Hon. R. A. Butler, Lord Privy Seal. The Fair closes on Friday, May 4, at 4 p.m. The admission fee will be 2s 6d, reduced to 1s 6d on Saturday, April 28.

Higher Taxes for Australia

TOWARDS the end of last month the purchase tax on all vehicles used for pleasure in Australia was raised from 16⅔ per cent to 30 per cent. Simultaneously the tax on petrol was raised by 2½d a gallon. It is not expected that the new levels of taxation will lead to a reduction in exports of British cars to Australia, since already these are strictly controlled by licensing. The limit on the number of vehicles permitted to be imported has been far too low to satisfy the demand. Further, to most Australians a car is a necessity, almost regardless of price. Last year Australia was the best overseas customer of the British motor industry, and absorbed nearly 100,000 cars.

RILEY PATHFINDERS are now being fitted with the Borg Warner overdrive as an optional extra This unit, which costs £63 15s including purchase tax, operates on all forward gears. The Road Test of this car is in hand

Here we go a-touring, a-Turin . . .

MOTORING at home, on the Continent and overseas—this is the theme of next week's Spring and Touring Number of "The Autocar."

For the cheese fancier, the man who has always wanted to visit Australia, or the family looking for a new roof rack for this year's holiday, this April 27 Special Number is of particular interest. The issue will also contain an article of interest to would-be navigators, a review of books for the tourist, opening times of selected historic houses for day outings, as well as an "Invitation to Ireland."

Caravan enthusiasts have not been forgotten nor readers who turn first to the Road Test, which is of the Isis—the largest Morris car. The Technical Editor will also have sent back his report of the Turin show, opening tomorrow.

Sahara Crossing

AN officer in the colonial service, Mr. P. Duncan, has arrived in London on leave after completing the overland trip from Nigeria.

During the arduous 4,000-mile journey, Mr. Duncan crossed the Sahara desert in his car, which is a Hillman Minx Mark VIII de luxe saloon.

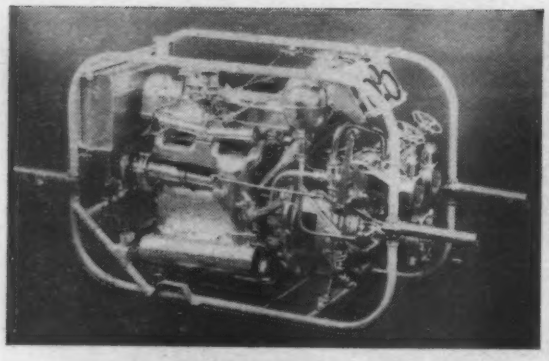
On arrival in London he commented: "The only trouble I experienced was a broken exhaust-pipe bracket. The car behaved magnificently, and during the crossing of the Sahara desert I had to pull a large American car, which had become bogged down in the sand."

Simultaneously, the arrival in London has been announced of two British-built diesel-engined Karrier Gamecock buses. These buses have carried 43 South Africans overland from Johannesburg, a total distance of 13,500 miles.

New Paramount

A 1½-LITRE version of the Paramount is now in production at the Leighton Buzzard, Hertfordshire, factory of Paramount Cars (Leighton Buzzard), Ltd. It is fitted with the 1½-litre Consul engine, and has been subjected by *The Autocar* to a full Road Test. This report will appear in an early issue. There are two body styles, roadster and saloon.

THREE ESSO BOARD APPOINTMENTS: Left to right, Mr. H. C. Tett, Mr. R. J. Pinder, and Mr. C. Chilvers. Mr. Tett and Mr. Pinder have been appointed managing directors following the retirement of Mr. W. E. Jenkins, and Mr. Chilvers has been appointed to the Board



TRIUMPHANT

FROM FIRE PUMP TO SPORTS CAR RECORD-BREAKER

Ready for action, the complete fire pump unit weighs 350 lb and can be carried by two men. The circular tank behind the instrument panel is the engine heat exchanger containing cooling coils fed from a by-pass off the main pump unit. The pump is primed by operating a flap valve in the exhaust manifold which by-passes the gases through a venturi, from which a hole connects to the inlet side of the pump to create a depression, thus lifting the water from the source of supply

THE DETAIL STORY of a successful engineering development is not often told, especially in such competitive industries as motoring. It is no secret that the Technical Editor, Harry Mundy, A.M.I.Mech.E., M.S.A.E., was intimately connected with the development of the Coventry-Climax sports-racing engine, and in this article he traces the project through from its fire pump beginnings. Terms used are necessarily somewhat technical, and the following brief glossary may assist understanding

SQUISH.—The rapid ejection of gas trapped between the piston and some flat or corresponding surface in the cylinder head.

COEFFICIENT OF EXPANSION.—The expansion of unit length per degree rise of temperature.

INTERFERENCE FIT.—When a shaft is of equal or greater diameter than the hole into which it is inserted.

BLIND BOSS.—The metal surrounding a drilled or tapped hole, which is greater in length than the drilling so that the hole does not break through the end.

FILLET RADIUS.—A blending radius provided for increased strength at the intersection of two surfaces.

STRESS RAISERS.—Sharp corners at the intersection of surfaces, or imperfections in a surface, which can increase the stress locally and start cracks which will result in failure.

BEARING OVERLAP.—As in a crankshaft where the sum of half the crankpin and main bearing diameters is greater than the throw or half stroke.

JACKSHAFT.—An intermediate shaft driven from a gear train, and which carries drives for other auxiliaries.

HUNTING TOOTH.—An extra tooth added to a gear wheel in order that its teeth shall not be an integral multiple of those in the mating pinion.

RAM.—The piling up of inlet mixture behind the inlet valve after closing so that at the next time of opening, the pressure in the induction port is greater than that in the cylinder.

FREE-RELEASE.—A mechanism to release the jamming load on valve spring collets which enables the valve to rotate freely in its guides at the moment of opening and closing. It is beneficial to valve seat life by preventing build-up of hard deposits.

IN two seasons of racing, or, to be more accurate, one competition year (there were only five examples delivered during 1954), the 1,097 c.c. FWA Coventry-Climax engine has become a dominant factor in small sports car racing.

It is common knowledge that this unit has been developed from a standard-production industrial engine, conceived originally as a power unit for a portable fire pump. The comparatively simple transition has proved the engine to be extremely reliable and has enabled sports car constructors to purchase a high-performance engine at reasonable cost.

Early in 1950, my great friend Walter Hassan had left Jaguar's and joined Coventry-Climax as chief engineer. Shortly after, he asked me to join him in a design capacity and to be responsible for new projects. I had no responsibility for current design, therefore, and as a result my whole attention could be applied to the project in hand. It is my view that there is much to be said for this method of dividing design into small units. It enables one man to grasp completely all the detail features, and enables the project to be realized in a shorter time.

In September, 1950, Coventry-Climax received a Government specification for a portable fire pump unit, to supersede those which they had previously built during the war. It was a new conception in so far as it was required to be carried by two men and to have a weight limit, ready for running, of 350 lb.

Lightness

This design requirement dictated that the main components would need to be constructed in light alloy. The first problem to be decided was the type of cylinder liner to be used. Personally I had a preference for the wet type, but there was a large fund of available experience on the Coventry-Climax diesel engines of the slip-fit type dry liner. These are provided with a flange at the top which is 0.250in thick and has the same radial width of rim. The fit in the crankcase bore is such that these liners can be inserted by pressing with the hands on opposite sides of the top flange. The wall thickness is 0.090in, and they are made from centrifugally cast iron.

With the higher power developed in the sports car engine, there has never been any suspicion of poor heat flow with this design.

Readers will recall that at Le Mans last year the Cooper-Climax of Edgar Wadsworth was forced to run 90 miles without any water whatsoever in the engine, as the bottom radiator hose had chafed through. I examined the liners and pistons after the engine was returned to the works for stripping, and they exhibited no signs of this rather harsh treatment.

When the engine was first conceived there was no thought that it would be developed for sports car racing, otherwise undoubtedly it would have started off as an 1,100 c.c. unit instead of 1,020 c.c. As the engine was required to run at 3,500 r.p.m., I estimated that its capacity would need to be approximately 1,000 c.c., basing this figure on the supposition that there should be no difficulty in producing an engine developing 10 h.p. per litre per 1,000 r.p.m. In fact, the production units were finally developed to give 36 b.h.p. at this speed, with a compression ratio of 7.55 to 1 and running on commercial grade fuel.

I have often been asked why an overhead camshaft was used if the engine was conceived primarily as an industrial unit. First and foremost, it is obviously the most efficient. Furthermore, Walter Hassan's experience at Jaguar had shown that once the inverted piston-type tappets had been set to the correct clearance they could be forgotten between top overhauls.

There are other advantages: in removing the camshaft from the crankcase the machining of this item is simplified: the tappet block becomes a small unit which can be handled easily on a small boring machine; having no camshaft tunnel, the crankcase is symmetrical, which helps in the control of distortion. One other important point is that there is less restriction on the sparking plug position, which can be dictated by the space required for push rods.

The original proportions of 2¾in bore by 2⅜in stroke were fixed by two important considerations. To obtain high efficiency it was desirable that the combustion chamber should not overhang the cylinder bore; for this reason the valves were placed on the cylinder centre line. Even as an industrial unit, we had ideas of running at much higher speeds, so the piston speed was kept low. In wartime service it was quite common for the earlier type of fire pump to run continuously at full power for periods of three weeks.

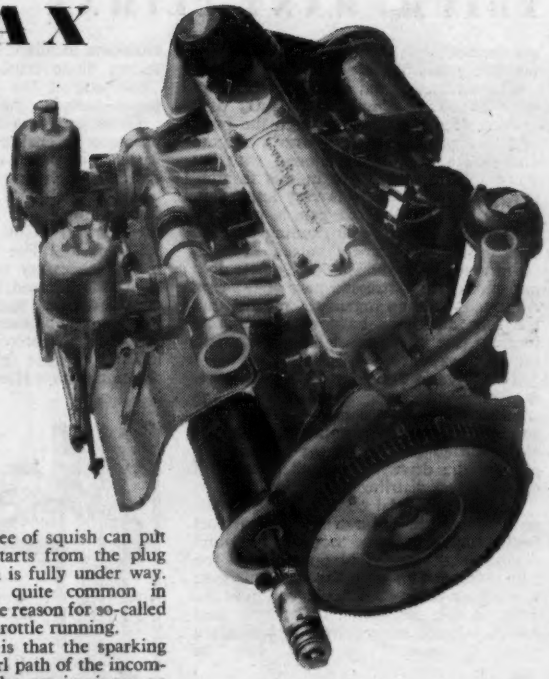
Combustion Space

The heart and lungs of any engine are the combustion chamber, and although for maximum efficiency regardless of cost the segmental spherical shape is the best, it can be approached very closely with a good in-line valve arrangement. This is proved by experimental figures on the Coventry-Climax engine, for which 80 b.h.p. per litre have been recorded using premium fuel; this is better than many sports-racing engines using the classical shape of combustion chamber.

The valves are inclined at 20 deg to the cylinder centre line and the inlet ports have a down sweep of 10 deg. This combination ensures good filling, and also allows the plug to be positioned nearer the centre of the combustion chamber. In form the chamber is rather like a slice of cake. The lower edge follows the profile of the cylinder bore and the edge adjacent to the squish area is straight, the two being joined with a radius.

My first experience with this shape of combustion chamber was when working on the 4.3-litre production engine being designed at E.R.A. by the late T. Murray Jamieson—a project terminated by his untimely death in 1938. Unfortunately, abandonment prevented any results being obtained, but my confidence has been sustained by the results obtained from the

CLIMAX



The induction system and cylinder head assembly is common to the 1,097 c.c. and 1,460 c.c. engines. The water outlet is at the rear of the cylinder head and usually connects to a separate header tank on the car

Coventry - Climax unit.

An unusual feature is that the squish is not directed at the plug as in most other designs. This is a good thing because, at part-throttle operation, a high degree of squish can put out the flame as it starts from the plug points, before ignition is fully under way. This phenomenon is quite common in some designs and is the reason for so-called "misfiring" at part-throttle running.

Another advantage is that the sparking plug can be in the swirl path of the incoming mixture so that the gas impinges on the plug points. This was important, as the fire pump unit has to be started by hand with the aid of magneto ignition. Combustion efficiency can be judged from the fact that on the fire pump engine only 15 deg of ignition advance is required; the smaller the degree of advance the more efficient is the combustion.

The combustion chamber is machined all over. This safely ensures that the volume of each cylinder can be controlled to close limits, and the inserted valve seats maintained flush with the roof of the chamber. Austenitic cast iron is the valve seat material, chosen for its hard-wearing properties and because its coefficient of expansion is almost identical with that of aluminium. These inserts are fitted with 0.003-0.005in interference, and the head is heated to 150 deg C, at which temperature the inserts can be dropped in. The valve guides are inserted at the same time.

The only trouble ever experienced with the valve gear was on the prototype engine, in which we used an old cam profile on which quietening ramps were not provided. As a result, and in conjunction with the 0.008in tappet clearance, the valve was opening and seating when the tappet was on the flank of the cam. At 3,500 r.p.m. this, despite low valve-spring seating loads, resulted in rather heavy seat wear.

This was immediately overcome when the proper camshaft came along, as this was provided with a quietening ramp which considerably reduced the seating velocity.

A lot of care was taken with the important load-carrying studs. There are six $\frac{5}{16}$in head studs per cylinder, and they are all of equal length. To achieve this, the outer ones on the ignition side are counterbored well down into the crankcase. At the crankcase end they are shouldered, the purpose for which is twofold; the height can be closely controlled, and the shoulder forms a water seal for the two studs between adjacent cylinders. This was done to avoid blind bosses in the water jacket, which would have restricted the flow of coolant around the important area of the top of the bore.

Furthermore, all the studs are reduced on their shank so that stretch takes place over the plain portion and not in the threads. The same principle was used for the main bearing studs, which are arranged to abut against the bottom of the core drill hole in the crankcase.

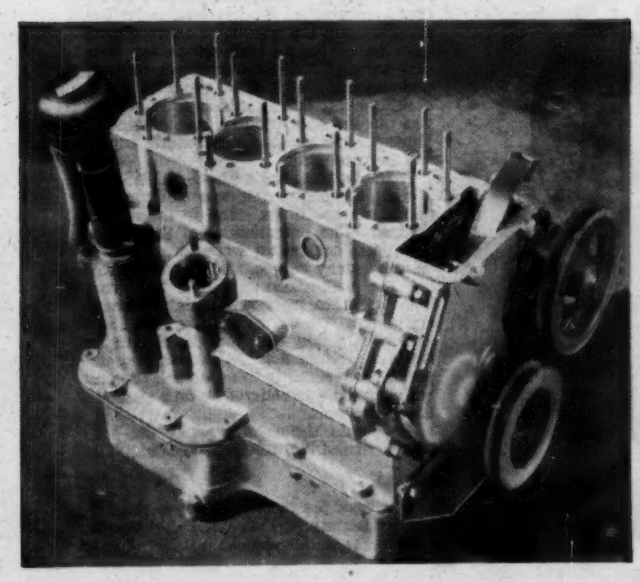
On the fire pump unit, cast iron crankshafts are used, mainly because of the difficult supply of steel forgings in 1950. Cracks were induced in the rear web on the first two engines, entirely as a result of poor fillet radii. Instead of a nice radial fillet, they had been ground with the chamfer, which blended into the crankpin and web via a sharp corner.

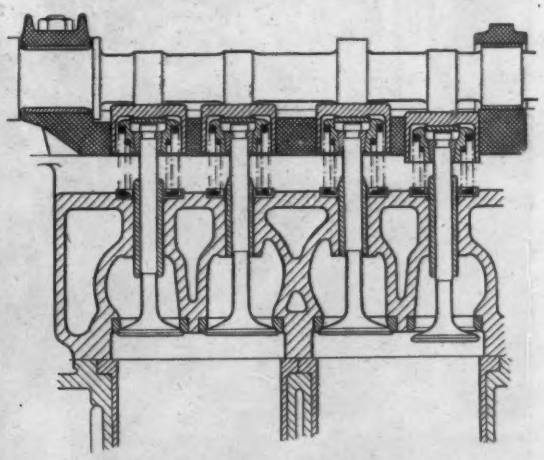
The importance of good fillet radii to eliminate stress-raisers has been amply demonstrated by work undertaken by M.I.R.A., which has shown that the best results are obtained from fillet radii formed by rolling-in a hardened steel ball under controlled pressure; unfortunately this is not yet a production proposition.

To overcome the troubles the fillet radius on both pins and journals was increased to 0.120in. This necessitated narrowing the big end bearings, which were changed from white metal to lead bronze, indium infused.

For the sports car engine a forged steel crankshaft is used, but it is interesting to recall that all the development work leading to this version was carried out on a 1,020 c.c. fire pump unit with a cast iron crankshaft, and no failures were experienced. This version developed 64 b.h.p. at 6,000 r.p.m. with a compression ratio of 8.8 to 1.

The sports car engine has lead bronze bearings for the mains as well as the big ends. The sizes are $2\frac{1}{8}$in diameter by 1in wide for the mains, and $1\frac{3}{8}$in diameter

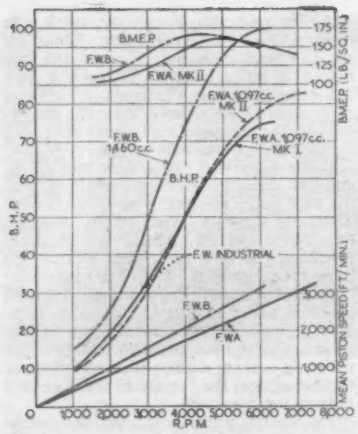




(Above) The water passages in the cylinder head are generous. The direct operated valves do not overhang the cylinder bores

(Left) The cylinder block-crankcase ready to receive its liners. The well-balanced positioning of cylinder head studs is evident

TRIUMPHANT CLIMAX . . .



The power curves show the development story on the four versions of the engine

by ⅞in wide for the big ends. These proportions, in conjunction with the short stroke, provide a considerable bearing overlap. A large drill hole in the crankpin serves a twofold purpose—it reduces rotating weight and forms an effective sludge trap. The sports engine crank is drilled from both sides to reduce the weight further. The ends of the holes are formed with a radius to eliminate a possible stress-raiser.

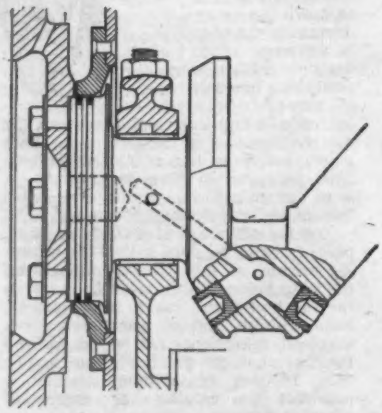
The connecting rod is a rigid steel forging with fully floating gudgeon pins. It is split at 45 deg to pass through the bore, and the cap is positioned with a tongue-and-groove joint and fastened with set bolts. With a rod split in this fashion, the rigidity of the cap is very important. To achieve rigidity the cap is provided with a web at each side running into the bolt bosses, which are raised so that, when machining, the spot face cutter does not notch into a stressed part of the cap. Although this arrangement means that the rods and caps have to be separate forgings, the increased rigidity was worth the extra expense.

The drive to the camshaft is two-stage. A straight-cut spur steel gear on the crankshaft meshes with a phenol resin gear on a jackshaft running fore and aft along the engine. This shaft is used to provide the drive for the oil pump and magneto (or distributor) for ignition.

On the industrial engines there is also an eccentric drive for a mechanical fuel feed pump; this is not used on the sports engine as the speed of operation is too high. In tandem with the jackshaft gear is a duplex chain sprocket to continue the drive to the camshaft. The gear and sprocket ratios were chosen to provide a "hunting tooth" in each case to eliminate localized tooth wear. A Weller spring blade tensioner is fitted on the slack side of the chain and there is a nylon damping pad on the tension side.

Great care was taken with the coolant passages to ensure an adequate flow of water to all points of the head and crankcase. A high flow rate of cooling water was provided from the belt-driven centrifugal pump. For the fire pump engine, this rate is 1,300 gallons per hour at 3,500 r.p.m. For the sports car engine it was necessary to reduce this slightly, as it was deemed inadvisable to run the pump at engine speed.

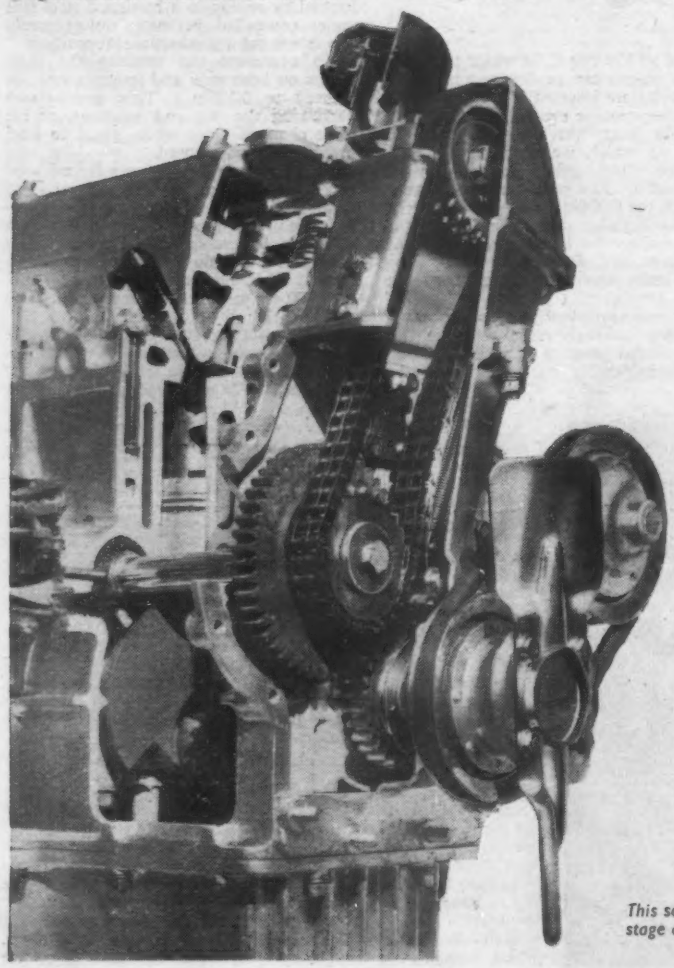
Design commenced in September, 1950, and the prototype was bench-tested in April of the following year. I well remember how Hassan and I installed the engine on the bed and carried out these tests one Sunday afternoon. Mr. Leonard Lee, chairman of Coventry-Climax, was pacing up and down outside the test house while we were obtaining the performance figures, aware that a substantial Government order depended upon the results. The initial run gave us 34 b.h.p., with which we were very satisfied. The Government contract was obtained and after about a year's development, during which time tooling was put in hand, production commenced. During 1956 the ten thousandth engine will be produced.



The big ends of the crank are drilled for lightness and to form generous sludge traps. Two piston rings grooved in the crankshaft, sealing against a cast-iron housing, form an effective rear oil seal

It was at the Motor Show of 1953 that a complete pump unit was exhibited on the Coventry-Climax stand in the marine section. The potentialities of the engine for sports car racing were recognized at once by many people, and I well remember the enthusiasm of Colin Chapman, who was then unknown both to Hassan and to me. On our return from the Show a plan of action was immediately put in hand to produce a sports car version, and preliminary running to assess the top end performance was undertaken on a standard fire pump unit.

To obtain the extra capacity the bore was increased by 0.100in to 2.850in. The



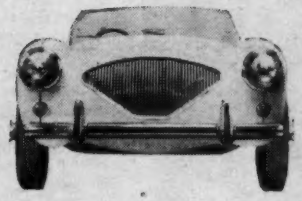
This sectioned view of a basic fire pump unit shows the two-stage drive to the overhead camshaft. The crankshaft-driven fan is peculiar to this version

Mohair Coat & Jersey Hat by Jaeger

BEAUTIFULLY FAST, THE AUSTIN HEALEY

This is an unusual picture. It shows an Austin Healey at rest; and that is one thing this magnificent sports car rarely is. For when you think of an Austin Healey, you think of beauty in action. You think of an immensely powerful sports car going ahead like streak lightning. You think of a speedometer that goes 70 . . . 80 . . . 90 . . . 100 — and more. You think of the sheer excitement and exhilaration of being at the wheel of a record-breaker.

But the Austin Healey is not only beautiful to watch and beautiful to drive. The car itself is a beautiful engineering and design job. Its surging power comes from a superb 2.6 litre O.H.V. engine. Its wonderfully finished body is built on aerodynamic lines for speed. Its controls (one of the results of racing experience) are handily placed for sports driving. Its boot is particularly large for this kind of car. One final word. The upholstery is real leather, the carpeting is luxurious, the accessories are part and parcel of the standard equipment. Considering all this and the class of the car, the price of the Austin Healey is remarkably reasonable : £806 plus £404 7s. P.T.



AUSTIN HEALEY

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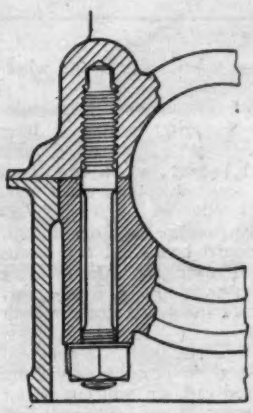
TRIUMPHANT CLIMAX . . .

stroke and existing con-rods were retained. On the new pistons plain compression rings were used originally, but at the higher speeds blowby became a problem, and Dykes pressure-backed rings were substituted after the first four engines. In this design the compression pressure is used to seal the ring against the cylinder bore, which results in a much lighter design. This type was used for both compression rings, and they are chrome-plated, for long life, on their working surface.

A distributor was substituted for the magneto of the industrial engine, the oil pump capacity was increased by 50 per cent, and a floating pick-up gauze filter was used in conjunction with a larger sump, baffled to combat surge, for road use.

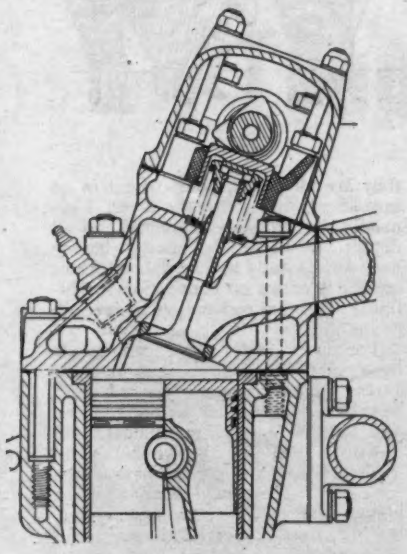
In both versions of the engine the relief valve is built into the pump body and passes the spill back into the inlet side of the pump, to reduce flow through the filter and avoid excessive aeration of the oil. External oil pipe connections were provided on the side of the crankcase, so that an external full flow filter could be used in conjunction with a cooler if required. The compression ratio was raised from 7.4 to 8.8 to 1 for the first four engines, produced during 1954, but this was later increased to 9.8 to 1. Experimental higher compression ratios were used, but they gave no further increase in power.

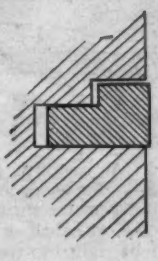
Throughout 1954 the fire pump camshaft was used in all of the engines. The higher speeds necessitated the use of duplex valve springs.



This main bearing stud is typical of the care which has been taken with such important load-carrying components. It abuts at the bottom to avoid distortion of the joint face and is reduced on the shank below thethread core diameter

The connecting rod cap is well braced with a web on each side joining the two bolt bosses. The fixing bolts are locked with a single tab washer. The halves of the rod are located with a tongue and groove joint on each side





The flanges of the slip-fit cylinder liners stand proud of the crankcase top joint face by 0.001-0.003in. The gasket is a thin cupro-nickel sheet with single corrugations formed at each sealing point. (Right) The aluminium pistons are fitted with compression rings of the pressure-backed Dykes pattern

Several types of carburettor were tried experimentally, but finally twin 1½in semi-downdraught S.U.s were adopted. The induction ports were made deliberately long to obtain effective ram, and consequently the carburettors considerably overhang the engine.

Development work proved that it was desirable for the float chamber assembly to be removed from the carburettor body, and arrangements were made for a large single float-chamber to be mounted on the chassis between the two carburettor dashpots, connected by flexible pipes. This was because the engine was so light, and had such small mass to resist the vertical out-of-balance forces inherent in a four-cylinder engine, which resulted in float chamber needle vibration, and interfered with fuel flow.

The compression ratio was raised by lowering the roof of the combustion chamber. This was no production problem, as larger valves than those on the fire pump engine were fitted and the extra length was easily accommodated in the stem. The inlet and exhaust ports were increased in diameter, and polished to obtain maximum performance.

The first engine to be supplied was fitted in the Kieft car run by Alan Rippon at Le Mans in 1954. Trouble was experienced owing to loss of oil through the rear seal, but as this was the first installation, with little time for road development, troubles were not unexpected. Eventually two piston rings were substituted for the return scroll used originally, and these have overcome the problem.

In this form, complete with dynamo, starter, carburettors and flywheel to accommodate the 7¼in Borg and Beck clutch, and ready for installation, the engine weighed 215lb and developed 72 b.h.p. at 6,100 r.p.m. Raising the compression ratio to 9.8 to 1 increased the power to 75 b.h.p.

A Mark II version of the 1,097 c.c. engine uses a new camshaft and modified induction pipes. The valve lift has been increased by 15 per cent and the effective valve opening by 9 per cent. The new induction pipe is similar in dimensions to the previous one, but with the port extension pipes converging at the junction with the main induction tract opposite the carburettor flange, so that a more direct flow from carburettor to valve throat is obtained. In addition, the balance hole between the front and rear part of the induction pipe has been modified. These combined modifications raise the peak power to 83 b.h.p. at 6,800 r.p.m.

The latest stage in the development of this engine is the 1,460 c.c. FWB version. A limited number of these have been put down for the coming season. The greater capacity has been obtained by increasing the bore and stroke, which are now 3.00in by 3.150in. The compression ratio is 8.6 to 1, and to accommodate the increased bearing loadings, the new crankshaft is manufactured in nitrided steel.

The cylinder head assembly is identical with that of the 1,097 c.c. version, and uses the same 1½in carburettors, but with different needles, and the power output is 100 b.h.p. at 6,000 r.p.m. Thus the increased capacity is achieved with the use of new piston liners and crankshaft. The flywheel is larger, to carry the increased size of clutch. Ready for installation, this engine weighs 218 lb.

To date, 125 Coventry-Climax sports engines have been supplied and up to the end of 1955 they had run in 98 events, in which the successes were 69 firsts, 50 seconds and 41 thirds. They have proved extremely reliable, and many have run a complete season without the cylinder head being removed. This is not so surprising when it is realized that the industrial engine from which the unit was developed underwent a non-stop test of 1,800 hours at full power during its development. Furthermore, a similar engine, equipped with free release on the valves, successfully passed a similar 1,000 hours test on highly leaded M.T.80 fuel (3.6 c.c. of tetra-ethyl-lead per Imperial gallon).

Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

Nimonic

OUTSIDE aircraft, we do not hear a lot about the newer metals. Titanium, for instance, is a coming one, especially as processes for easier fabrication are perfected. The Nimonic metals are famous in gas turbine applications, and I was interested to learn that Nimonic 75—an 80/20 nickel-chromium alloy—is used for the exhaust manifolds of Aston Martin DB3S cars. Nimonic 75 is widely used in turbine flame tubes; for the turbine blades the number is considerably higher, but I forget whether is is 90 or 95.

Another metal made by the same firm—Henry Wiggin of Birmingham—is used for Aston Martin down pipes. This is Inconel, a nickel-chromium iron alloy. Inconel is not as tough in the face of heat as Nimonic 75, but it is tough enough to be used widely for the exhaust manifolds of aircraft piston engines. Maximum exhaust metal temperature of a high-output racing car engine during acceleration can reach 700 deg C, by which time the metal is glowing red. Gas turbine temperatures are currently over this by a considerable margin.

Travelling advertisement

Lights

DAZZLE is a red herring which the more fatuous motorist pursues. I am forced to that profound reflection by the monotonous frequency with which drivers a mile away on a long straight flash at me when I refuse to dip the moment their car comes into view; by the number of cars which extinguish their head lights altogether as a method of "dipping," and by the number of drivers who dip when they are on the outside of a semicircle.

Could we please be reminded that the purpose of lighting is to illuminate the path along which the driver intends to drive, and that this purpose should be kept in mind throughout the procedure of passing other vehicles? There can be no excuse for endangering the life of the foolishly frequent cyclist without rear light just because undipped lights may dazzle an approaching fellow-motorist, but let us dip by all means whenever and wherever it is safe to do so.

So far as I am concerned I apologize to passing motorists who may have been inconvenienced by my head lights because (a) I have not dipped them until it is really necessary on a long straight; (b) I have refrained from dipping when I have been on the outside of a sharp bend and my beams are directed over the neighbouring fields and far away, and (c) by the early resumption of full beam because their own lighting dazzles me and I need my lights to "see through" the wall of dazzle. But their protests that I am an uncivilized cad, sir, will cut no ice with me because I am concerned first with safety and only secondarily with demonstrating what a good boy am I. Little Jack Horner always struck me as being a horrid little prig.

Effervescent

WHAT would your diagnosis be if one of your fleet arrived one morning discharging foam at a high rate from the radiator overflow pipe? The service manager tried for some considerable time to find a source of the foam, but although the discharge grew slightly less as time went on he could find no reason. The anti-freeze was the genuine stuff and was of the correct specific gravity.

You've guessed it—detergent. A garage had topped up the radiator from the can containing the wrong fluid. Hence the travelling advertisement for Supersuds.

Gonged

THE other night I was driving home and, hearing the imperious ringing of a bell, drew in to the side of the road to allow what I imagined would be an ambulance to go by; several other cars also drew in. A few yards farther along the road we came to a taxi rank and I noticed one of the drivers hurrying towards their own private 'phone box—the source of the ringing.

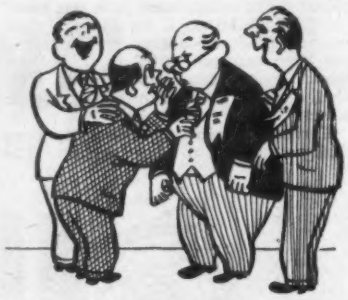
This may have been an exceptional occurrence, or it may happen every time somebody rings the taxi rank for a cab—I don't know. One has, through many years of motoring, grown to treat imperious bells with great respect, and false warnings of this sort should be kept well out of earshot of the traffic.

Safe Crossing

FROM the fine square blocks of St. Thomas' hospital a pedestrian crossing runs to the nurses' quarters across the street. If The Scribe shows undue tolerance of the pedestrians at this point it is not to be ascribed to a predilection for pretty nurses but to the fact that he has two family links with the hospital. In view of the caustic comments made by my passenger the other night I thought I had better make this clear. Still, those red-lined cloaks are smart, aren't they?

Conventional

IS the convention habit increasing? And if so, does it mean that businessmen are becoming as ineffectual as a twitter of starlings preparing for migration? Such thoughts are prompted by memories of one or two hotel foyers recently. Your conventional citizen is a serious bird: label in lapel, he talks earnestly to other lapel-labelled conventionalists until the coach (labelled) arrives at the door. Porters struggle hither and thither with bags that are heavy with airline stickers, until at last



Memories

they are all present and correct in an unsoldierly line across the foyer. Ultimately the exodus is signalled and all depart, a weekend's talking having been successfully accomplished. Does anyone ever act on convention resolutions? Did that convention achieve all, or nothing?

Too late. Before one can decide from memories of the faces involved a new set of faces has arrived, with new labels and newer airline stickers. This time it is moral rearmament and the turbans of the Sikhs bob up and down amongst the picture hats of the ladies. A black, neat head above a kimono-like gown comes from Japan, and that thin, bespectacled young man can hail only from the East Indies. MRA is at least colourful, whether or not it achieves anything at this convention.

Does it? I do not know. My own convention is just leaving, and I must accompany it.

Scented

I'M doubtful about that boast of "highly aromatic" which one of the petrol companies is making right now on behalf of its product. Would I be right in saying it stinks?

1ST.

DUNLOP

British Empire Trophy

1st. S. MOSS–COOPER

2nd. C. CHAPMAN–LOTUS

3rd. R. SALVADORI–COOPER

AND 8 OUT OF 9 CLASS AWARDS

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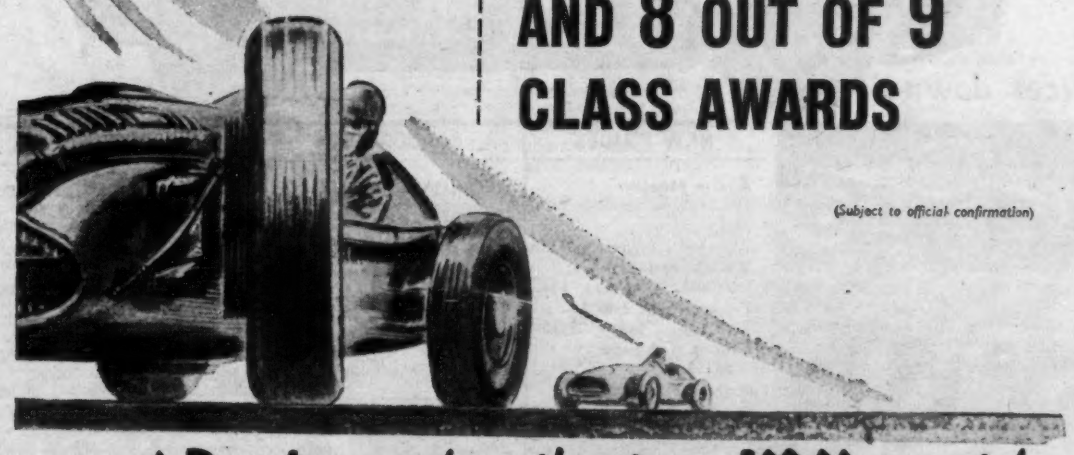

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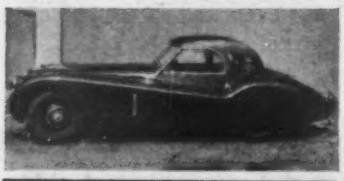

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Moss Wins British Empire Trophy

. . . AND CHAPMAN IS SECOND

WHEN leading by 7sec in the final of the B.R.D.C. British Empire Trophy race at Oulton Park last Saturday, with only seven laps to go, Colin Chapman (1½-litre Lotus-Climax) spun on to the grass at Druids Corner, letting Stirling Moss (1½-litre Cooper-Climax) through to win his second Empire Trophy since the war. In contrast with the continuous rain that fell at Silverstone during the motor cycle meeting, the weather was dry throughout the three heats and the final at Oulton Park.

The meeting was particularly interesting as an illustration of the development that has gone into the cars since last year's event. For example, the winning average of 73.52 m.p.h. last year (Scott-Brown, Lister-Bristol) was exceeded this year by no fewer than 19 of the 20 finishers. Moss's winning average of 83.72 m.p.h. showed an increase of 10.2 m.p.h. over Scott-Brown's speed last year. Brooks' 1½-litre Connaught, which comfortably won its heat last year, and might have won the final had it not retired, could do no better than ninth in its heat and did not reach the final. Though the circuit was wet last year, and speeds consequently suffered, the road condition would not have made a difference of 10 m.p.h. on the winning speed.

It is interesting, too, that the five fastest practice times were recorded by 1½-litre cars (Chapman, Lotus, 84.23 m.p.h.; and Leston, Cooper; Hawthorn, Lotus; Bueb, Cooper, and Salvadori, Cooper, each 81.47 m.p.h.). Fastest of the big cars was Musy's 3-litre Maserati, which also lapped at 81.47 m.p.h. Colin Chapman's speed equalled the existing sports car lap record of 84.23 m.p.h. set up by Parnell in an Aston Martin.

Bueb in Trouble

The first heat, for cars up to 1,500 c.c., was run over 16 laps of the 2.76-mile circuit. As with all the events, a grid start was used, Moss, oddly enough, being placed on the third row of the grid, with eighth fastest practice time for the class. First into Old Hall Corner was Bueb (Cooper), followed by Leston (Cooper), Chapman (Lotus), Hawthorn (Cooper), Moss (Cooper) and Allison (Lotus). At Druids Corner—Druids, where everything seemed to happen on Saturday—Bueb's car hit a tree, and the driver apparently disappeared up it. He was lucky to escape with no worse than a cut lip and suspected broken ribs; the car was very badly damaged, and Bueb spent the rest of the afternoon spectating.

Back past the pits it was Chapman in the lead, increasing steadily his distance ahead of Moss, and followed by Leston, Russell (Cooper), Salvadori and Hawthorn. Ashdown (Lotus) made a short stop at the beginning of the lap, restarting a minute later; Hayles' Lotus left the course at Druids and retired. The two 1½-litre Maseratis driven by Naylor and Bonnier were disappointingly far back in the field, lying sixteenth and fifteenth. Colin Chapman steadily increased his lead over Moss, whose car seemed to weave as he braked for corners, Moss subsequently complaining of the handling. Piper's Lotus, too, lying well back, looked unhappy.

Slowly the two leaders pulled away from the rest of the field, third, fourth and fifth places being hotly contested between Russell, Salvadori and Hawthorn, with Leston and Taylor—the latter driving in only his second sports car race—close behind. By the sixth lap Salvadori had passed Hawthorn and Russell into third place and, a couple of laps later, had passed Moss into second. Allison, lying eighth, was leading the 1,100 c.c. cars. By this time, Hawthorn had moved up into fourth place, behind Moss who clearly was not at all happy, and began to close the distance. Ashdown had retired with a broken fuel line, and Piper's weaving Lotus had been black-flagged and retired.

Lengthening the Lead

Chapman continued, without apparent difficulty, to increase his lead, followed by Salvadori and—close together now—Moss and Hawthorn. Bicknell had moved up into fifth place, ahead of Russell, Taylor, Allison and Leston (who had been slowly dropping back). On the last but one of the 16 laps, Hawthorn passed Moss into third position, having slipstreamed and tried to pass him on the previous lap. During this event, the sports car lap record of 84.23 m.p.h. had been equalled no fewer than 19 times; by Hawthorn's Lotus on laps 9, 11, 12, 13, 14, 15 and 16, showing astonishing consistency; by Chapman's Lotus on laps 4, 8, 10, 13 and 15; by Salvadori's Cooper on laps 9, 10, 14 and 16; and, finally, by Moss's Cooper on laps 9, 11 and 15. First of the 1,097 c.c. Climax-engined cars to finish was Gammon's Cooper, in ninth position.

There were only nine cars—of between 1,500 and 2,700 c.c.—in the second heat. First row on the grid was occupied by Parnell's 2½-litre Aston Martin DB3S (in pole position), Kasterine's ex-Michael Anthony, beautifully prepared Lotus-Bristol, Archie Scott-Brown's Lister-Maserati and Murray's Frazer-Nash. Parnell's Aston Martin was, in fact, Salvadori's DB3S fitted with the same 2,493 c.c. engine (80 by 76.8 mm bore and stroke) that he used in last year's race, finishing third.

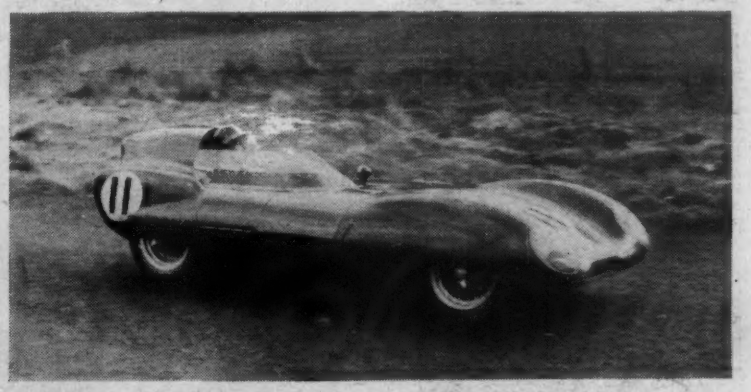
The race was virtually without incident, Parnell leading from start to finish. In the early stages Scott-Brown's Lister looked as though it might catch up, closing to within 1sec of the Aston by the third lap. However, the Maserati engine seemed to lose its edge and the distance increased . . . 3sec on the fifth lap . . . 8sec on the sixth . . . 9 on the eleventh and 12 by the finish. After the race the camshaft was hastily changed, though it did not seem to put the edge back again. Some distance behind the leading two cars, Kasterine's Lotus-Bristol and Scott-Russell's similar car kept close company—without changing order—throughout the race.

After a second gap came Threlfall's Tojeiro-Bristol and Moore's and Nurse's Lister-Bristols. For 12 laps Moore tried to find a way past Threlfall, snatching an opportunity on the twelfth.

In the rearguard, Dalton's Austin-Healey and Murray's Frazer-Nash kept close formation, Austin-Healey leading; the first four cars had lapped them by the thirteenth lap. In spite of his successful efforts to get past Threlfall into fifth place, Alan Moore was held up for 4min 15sec on the final lap by a distributor lead that had come adrift, dropping him back into sixth position again. In contrast with the speeds of the 1½-litre cars in the previous heat, the fastest lap in this event was 81.47 m.p.h., put up by Parnell eight times, by Scott-Brown three times, by Kasterine twice and by Scott-Russell once.

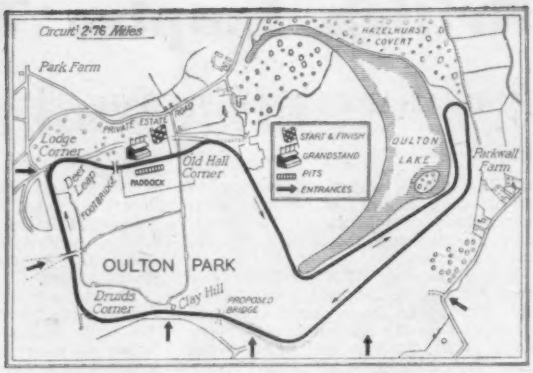
Musy Well Placed

In pole position on the grid for the 16-lap final heat was Musy's Maserati, having made fastest practice time of the unlimited sports cars. Sharing the front row were Berry, Hamilton and Blond, in D-type Jaguars. The second row was made up of Whitehead's Aston Martin, Wharton's 3½-litre Alfa Romeo and



Colin Chapman's 1½-litre Lotus-Climax which, but for an excursion on to the grass during the latter part of the race, might have won this year's British Empire Trophy

MOSS FIRST AND CHAPMAN SECOND



Bryant's Aston Martin in America's racing colours. Jack Fairman, driving Abecassis' H.W.M., shared the third row with Mackay Fraser (3-litre Ferrari, also in America's colours), Cunningham-Reid's H.W.M. and Flockhart, driving the *Ecurie Ecosse* D-type in place of Titterington, who was in Syracuse.

Berry's Jaguar held off Flockhart's challenge, and led for the first seven laps, with Musy's red Maserati close behind in third place. On the eighth lap Flockhart passed Berry, nipping through as they came through the pit area; a lap later, Musy snatched second place as the two cars were braking for Old Hall Corner.

Sanderson's *Ecurie Ecosse* D-type maintained a steady fourth position throughout and Hamilton's similar car, which had been fifth in the early stages, steadily dropped back, retiring at the pits on the tenth lap. On the seventh lap Flockhart, in taking the lead, set up a new sports car lap record of 84.95 m.p.h.—and, on the same lap, Musy replied by equalling it.

Faster, Faster . . .

After manfully keeping ahead of the Maserati—which had tried on several occasions to snatch the lead, usually during braking into the corners—Flockhart was passed by Musy on the twelfth lap. During that lap Musy once more equalled the new record; on the following lap, to make certain of his advantage, he raised the figure to 85.68—and, to show it was no mistake in timing, repeated the figure on the fourteenth!

On the final lap, when lying eleventh, ahead of the Mackay Fraser Ferrari, Bryant's Aston Martin overturned at the ill-fated Druids Corner. Though the car was not particularly badly damaged, it was one of those strokes of fortune where the driver's injuries are out of all proportion to the accident, and the very popular Commander Arthur Bryant, of the U.S. Navy, was fatally hurt. A comparative newcomer to the sport, his extreme enthusiasm and unassuming manner had endeared him to a great many people, who will miss him sadly.

After a comparison of the relative speeds of the three classes, it was clear that a revision of handicap would be necessary for the final. It had been intended that, in the 70-mile event, the 1½-litre class should receive a start of about four miles, and the 1,500-2,700 c.c. class about a mile, over the bigger cars. In its revised form, the small class was given a 40sec advantage, and the medium class 25sec, over the unlimited class. So far as the larger two classes were concerned, this worked out fairly, the big cars catching and overtaking the medium class at about half distance.

The smallest class had slightly too great an advantage, and were never really challenged at all by the larger classes. The six foremost cars from each class moved up into the final, as well as the next six fastest cars regardless of class. A total, therefore, of 24 cars lined up on the grid, the smallest, with their 45sec start, occupying the foremost positions.

So far as the smaller class cars were concerned, they occupied the first six places from start to finish, Moss leading for the first 11 of the 25 laps. Chapman's Lotus overtook him on the twelfth and proceeded slowly to increase the lead for the next six laps until, on the seventeenth, he was some 7sec ahead. Except for the first three laps of sorting out, Salvadori (Cooper) occupied third position, Hawthorn (Lotus) fourth, Leston (Cooper) fifth and Russell (Cooper) sixth throughout the entire race.

In the medium class Scott-Brown's Lister led Parnell's Aston, the pair holding ninth and tenth places astern of the 1½-litre cars; on the fifth lap Parnell passed the Lister and continued to lead the 1,500-2,700 c.c. class for the rest of the race.

Heading the big class, and in twelfth position by the fourth lap, came Flockhart's D-type, chased by Musy's Maserati. For the fifth and sixth laps the two cars were nose-to-tail, Musy several times trying to snatch a lead—always on braking—the two cars by then having moved up into tenth and eleventh positions. On the seventh lap Musy got by, and, a couple of laps latter, both cars were ahead of Parnell and Scott-Brown in the medium class, and up behind the 1½-litre cars.

On the ninth lap, however, the Maserati threw a connecting rod, spinning as the engine seized, and came to a halt at Clay Hill, beyond Knickerbrook. Bicknell, too, had retired when lying seventh, having spun and bent a wheel at Lodge Corner. Thus, on the tenth lap, Flockhart moved up into eighth position, leading the unlimited class. On the same lap, Graham Whitehead's Aston Martin retired with rear axle trouble when lying seventeenth. On the following lap Flockhart passed Taylor's Cooper—the tail end of the small class—taking seventh place, which he held till the end.

On the eighteenth lap—with only seven to go—Chapman overdid it at Druids Corner, taking to the grass backwards. Though he restarted again under his own power, he had lost the lead and was unable, in the time that remained, to regain it. By the finish the four leading unlimited cars had reached seventh, eighth, ninth and tenth places, with the first of the medium class (Parnell) lying eleventh.

The forceful Benoit Musy (Maserati) who twice set up a new sports car record for the circuit before the car blew up when leading its class during the final

PROVISIONAL RESULTS

Heat 1 (up to 1,500 c.c.), 16 laps, 44.17 miles: 1, Lotus 1,460 (C. Chapman) 51min 56sec, 83.00 m.p.h.; 2, Cooper 1,460 (R. Salvadori) 32min 01sec; 3, Lotus 1,460 (M. Hawthorn) 32min 02sec.

Heat 2 (1,501-2,700 c.c.), 16 laps, 44.17 miles: 1, Aston Martin 2,493 (R. Parnell) 32min 51sec, 80.68 m.p.h.; 2, Lister-Maserati 1,985 (A. Scott-Brown) 33min 03sec; 3, Lotus-Bristol 1,971 (D. Kasterine) 33min 08sec.

Heat 3 (over 2,700 c.c.): 10 laps, 44.17 miles: 1, Maserati 3,000 (B. Musy) 31min 44sec, 83.54 m.p.h.; 2, Jaguar 3,442 (R. Flockhart) 31min 54sec.; 3, Jaguar 3,442 (R. E. Berry) 32min 09sec.

Fastest lap: B. Musy, 1min 56sec, 85.68 m.p.h. (Lap Record for Sports Cars.)

Final (race distance 69.03 miles; 25 laps of 2.76-mile circuit).—
1, Cooper 1,460 (S. Moss) h/cap. 40sec; 49min 28sec, 83.72 m.p.h.
2, Lotus 1,460 (C. Chapman) h/cap. 40sec; 49min 38sec, 83.44 m.p.h.
3, Cooper 1,460 (R. Salvadori) h/cap. 40sec; 49min 42sec, 83.33 m.p.h.
4, Lotus 1,460 (M. Hawthorn) h/cap. 40sec; 50min 13sec, 82.47 m.p.h.; 5, Cooper 1,460 (L. Leston), 50min 33sec; 6, Cooper 1,460 (J. Russell), 50min 35sec; 7, Jaguar 3,442 (R. Flockhart), 50min 42sec; 8, Jaguar 3,442 (R. E. Berry), 50min 52sec; 9, Jaguar 3,442 (N. Sanderson), 50min 58sec; 10, Alfa Romeo 3,500 (K. Wharton), 51 min 11sec; 11, Aston Martin 2,493 (R. Parnell), 51min 20sec; 12, Cooper 1,460 (D. Taylor), 51min 22sec. **One lap behind:** 13, Lister-Maserati 1,985 (A. Scott-Brown), 49min 54sec; 14, H.W.M. 3,442 (J. Fairman), 50min 11sec; 15, Jaguar 3,442 (P. Blond), 50min 19sec; 16, Lotus-Bristol 1,971 (D. Kasterine), 51min 33sec. **Two laps behind:** 17, Aston Martin 2,922 (B. Baxter), 50min 04sec; 18, Tojeiro-Bristol 1,971 (C. Threlfall), 50min 21sec; 19, Lister-Bristol 1,971 (A. Moore), 51min 09sec.

Three laps behind: 20, Lotus-Bristol 1,971 (P. Scott-Russell), 50min 10sec.

Fastest lap: S. Moss, C. Chapman and B. Musy; 1min 57sec, 84.95 m.p.h.

Winners' Equipment: Cooper Climax: Shell fuel and oil, S.U. carburettor and fuel pump, Lodge plugs, Dunlop tyres, Cooper wheels, Ferodo brake linings, Lucas ignition, Armstrong dampers.

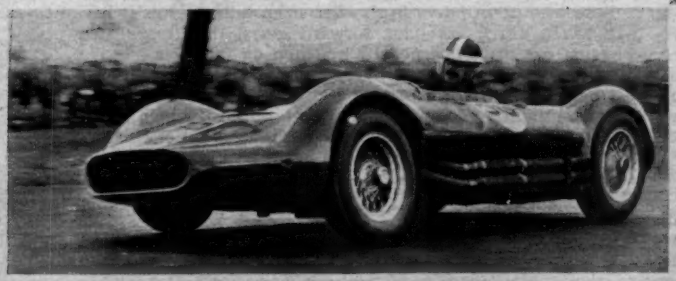
Lotus: Esso fuel and oil, S.U. carburettor and fuel pump, Lodge plugs, Dunlop tyres, West London wheels, Ferodo brake linings, Lucas ignition, Girling dampers. **Cooper:** Esso fuel and oil, S.U. carburettor and fuel pump, K.L.G. plugs, Dunlop tyres, Cooper wheels, Ferodo brake linings, Lucas ignition, Girling dampers.

Winner of the heat for cars up to 2,700 c.c., and class winner in the final, Reg Parnell in the 2,493 c.c.-engined DB3S Aston Martin

Left: Stirling Moss, after his successful first outing in the 1½-litre Cooper-Climax, receives the congratulations of constructor John Cooper

The winner: Stirling Moss, unruffled as ever, in the Cooper-Climax

Benoit Musy, in the Maserati which set up a new sports car lap record, tries to pass Ron Flockhart in the Ecurie Ecosse D-type Jaguar. The Maserati blew up, the Jaguar finishing first in the unlimited class



Left: Last year's winner, Archie Scott-Brown, in the Lister-Maserati. The car was not running well, Scott-Brown remarking that he'd never had to work so hard

Road racing in its true sense. The 1½-litre cars—almost all Climax-engined—crowd into Old Hall corner at the start of their heat

Autocar ROAD TESTS

No. 1592

SUNBEAM RAPIER

The Rapier is well balanced. Considerable use is made of chromium plating, yet the car does not look ostentatious. The slotted wheel discs are decorative. The window area on each side of the car is generous, and when both windows are down there is no central pillar

MOST of the best cars are financially out of the reach of the majority of would-be buyers—there are many who have wished that the firm concerned would produce a scaled-down version which might be within their means. For some years production of the Sunbeam (previously Sunbeam-Talbot) has been restricted to the very fine, fast car that has achieved successes in the international sporting sphere; a car whose purchase demands a reasonably well-filled pocket. But now the company has swung into production with a high-performance model called the Rapier, which is less expensive to buy and particularly to run. It has a resemblance to the Hillman Minx, which is a popular member of the Rootes Group family.

The Rapier is a comfortable and attractive four-seater with a four-cylinder, 1,390 c.c. o.h.v. engine developing 62 gross b.h.p. The appointments are of high quality, and the performance is very much in the tradition of post-war Sunbeam-Talbots and Sunbeams.

An important item of standard equipment is the Laycock-de Normanville overdrive, which operates on third and top gears, giving a total of six forward speeds. This has a considerable effect on the way in which the available performance can be used and, as this car is essentially a fast saloon, its prowess in this respect justifies immediate amplification.

The practical top speed for British roads (which can be held in overdrive top without over-stressing the engine) is about 80 m.p.h. The best speed reached on a favourable stretch of road was 90, but in the two-way testing on perfectly flat roads, the best was 85. During the test there was a stiff breeze, but in ideal conditions it is reasonable to suppose that the car is capable of 90 m.p.h. on the flat, given enough clear road. In the data the acceleration figures quoted for the higher speed ranges in the upper ratios might also underrate the car in perfect weather conditions. This potential extra speed is of more than academic interest to those who enjoy fine highways, for the Rapier cannot be overdriven in overdrive top.

This new model can show a clean pair of heels to most four-seater cars, partly because of the gear ratios available, yet partly in spite of them. First gear is an emergency ratio, whose presence is unnecessary because this is not the type of car which is likely to be bought by caravanners or those who carry heavy loads over steep hills. Thus it has, in effect, three orthodox forward gears, the upper two having overdrive engaged by a switch on the facia.

Because first gear is normally unused, and second is what one would expect as a bottom gear on this type of car, there is a substantial gap between second and third, which is the main criticism of the manufacturer's choice of ratios. However, at speeds appropriate to the upper two gears and their

Battery, carburettor and coil are readily accessible, and the distributor can be reached fairly easily. The dipstick is mounted rather low on the right side, but it is not difficult to remove or replace. The fan unit for the heater can be seen in the corner nearest the camera; from it air is ducted to a box mounted on the bulkhead

The rear window wraps well round, and as the windscreen pillars are reasonably thin, visibility in all directions is good. The fuel filler cap is exposed

overdrives, the owner is very well served indeed.

Overdrive third and normal top are very close, but there are occasions when each has an advantage. Thus both gears are useful. In normal driving one may use ordinary third, change into top, and then use overdrive top. However, if one is overtaking a stream of traffic, it is sometimes better to change into normal third, and switch to overdrive third for a really speedy change. Overdrive third can be held without distress signals from the engine up to about 60 m.p.h., after which overdrive top can be engaged directly by use of the manual gear change mechanism.

The two upper ratios and their overdrives cannot be used conveniently in succession as, when changing from third overdrive to normal top, it is necessary to change gear and also switch the overdrive to normal almost simultaneously with one hand.

The red section on the rev counter is from 5,500 to 6,000 r.p.m. These revs were not seen on the flat in overdrive top, which indicates that in this ratio up to maximum speed can be used for cruising, without fear of overtaxing the engine. The engine began to get rather fussy in normal top by the time 4,000 r.p.m. showed on the rev counter, and slight fussiness, yet no distress, started at as little as 3,000 r.p.m., which corresponds to 43 m.p.h. When not in a hurry, most owners would probably use overdrive top from about 40 m.p.h. or a little more. In winding country normal top can be held for long periods at 60 m.p.h., although the driver and occupants must accept considerable engine and exhaust noise. In overdrive top 3,000 r.p.m. represents nearly 60 m.p.h., and 75 m.p.h. is available at a modest 4,000 r.p.m. At this r.p.m., in the higher ratio, the car is certainly not fussy, yet it does not lack urge.

Auxiliary lamps are fitted as standard equipment on a badge bar. The starting handle fits through a hole in the bumper. Overriders and a windscreen washer are standard equipment. The bonnet is opened by an exterior catch below the makers' motif

The number of miles that can be put into the hour is impressive. In light drizzle after a prolonged period of dry weather the car was taken from north-west London through many built-up areas to Amersham, High Wycombe, and beyond Oxford and Witney on A40 to Andoversford, at an overall average speed of 48 m.p.h. It was thought at first that in the traffic conditions prevailing some error must have been made in calculation. But the car was responsible for the deception, as the number of miles in any given hour slip by more quickly than even the driver suspects.

In hilly country patterned with winding roads, overdrive top can be used widely because of the engine flexibility, but if high average speeds are to be maintained, normal top needs to be kept in engagement for most of the time. In these circumstances, and when the car is being driven to the limit, fuel consumption rises to 27 m.p.g.

Yet for more normal motoring and with a cruising speed of about 50 m.p.h. in top overdrive, the m.p.g. rises to an astonishing 40. In the manner in which most owners are likely to drive the car, the fuel consumption range would probably be from 30-35. Having in mind the pleasing performance of the Rapier, this certainly is creditable.

From what has already been said it will be appreciated that the standard of handling of the Rapier must be high. However, the characteristics are not easy to define. While the car will get round corners quickly, the driver is left in some doubt as to his security if he drives near the limits of adhesion. The steering is accurate, yet at the same time it lacks feel, and the suspension permits more roll—together with a feeling of flexibility—than is desirable in a car of the Rapier's performance.

On dry roads the car can be driven very fast without uneasiness, but when the roads are just a little slippery the characteristics of the suspension and steering prompt some caution, although high average speeds can still be maintained. If taken beyond the limit of adhesion, the tail will slide in a controllable manner. The weight distribution figures indicate only 45 per cent load on the rear wheels. With four passengers and luggage, the balance changes, and drivers may feel that the handling improves as a result.

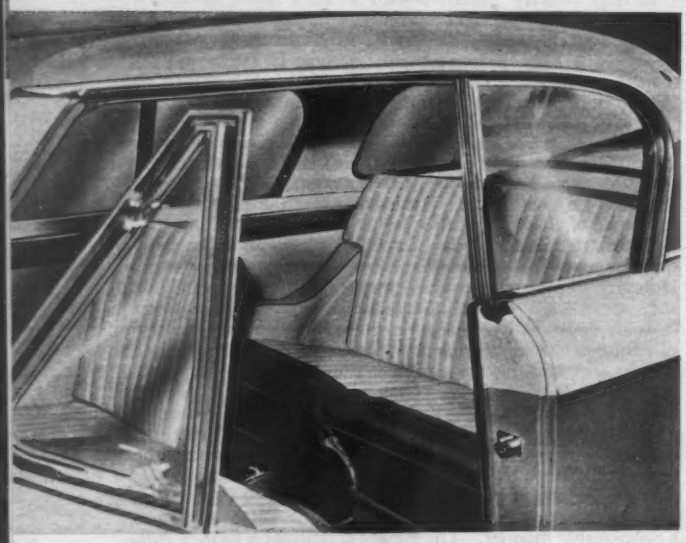
To summarize, the car handles well under all normal circumstances but when taken to the quite high limits of its performance, particularly on wet surfaces, enterprise should be tempered with discretion.

A 1.4-litre car which is a full four-seater, quite luxuriously appointed, and which can achieve speeds of from 80 to 90 m.p.h., is in itself impressive. The efficiency of the brakes is comparable with that of the suspension and steering. The percentage efficiency figure is not outstanding, yet in normal motoring the brakes look after any emergency without grab or squeal. Under most severe brake testing, involving repeated heavy applications, slight fade was experienced and one front wheel started to lock prematurely. This fault did not recur during subsequent normal driving. The hand-brake lever is of the pull-up type mounted between the driver's seat and the door. It is admirable in its operation and efficiency, and is indeed an object lesson to many other manufacturers.

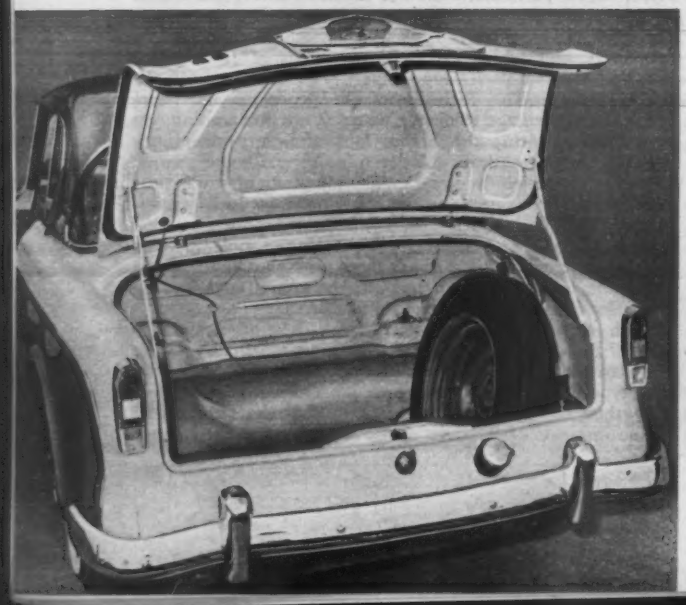
High speed and rapid acceleration can be an embarrassment if the driver does not feel comfortable. In the Rapier there are separate front seats which, although of the orthodox type, hold both driver and passenger more securely than their design would suggest. An armrest is omitted, in the interests of freedom of movement, from the driver's

SUNBEAM RAPIER . . .

Although the car is low, ease of entry is good. The backrests of the front seats fold completely flat and well forward to give access to the rear. A hinged door pull is fitted on the driver's side, while the passenger has a combined armrest and door pull. There is a central armrest in the rear, and an ashtray mounted on the propeller-shaft tunnel



Luggage room is substantial for a car of this size. The tyres are tubeless, and a spare wheel is retained, behind which are stored the tools. The tail pipe of the exhaust system is chromium plated



side. Here a folding door-pull is provided instead of the armrest cum door-pull fitted on the passenger door.

Although the steering column is not adjustable, the reach will suit most drivers. The layout of the instruments and controls is good. The rev counter and speedometer (the latter with trip mileage recorder) are immediately in front of the driver, while the water temperature, fuel level, oil-pressure gauges, and the ammeter, are mounted side by side on their own central panel. All the instrument lettering is a neat white upon black, and kilometre or litre equivalents are included. There is also a kilogramme equivalent for the oil pressure.

These Continental alternatives are useful, and on foreign tours the kilometre measurements on the speedometer can be used for immediate conversion of kilometre distances on signposts into mileages.

Controls

The overdrive control and wiper switch are mounted conveniently in the centre of the facia, below which are the ignition switch, choke and lighter, and also the light switch, which is not ideally placed. On each side of the switches are the separate heater controls for the car interior as a whole and for the windscreen, and below them are the radio controls, with an ashtray fitted at their base. The Ekco radio has three drums which can be turned very quickly by hand, and then any one can be selected by a switch.

There are tell-tale lights for the main head lamp beam, ignition and indicators. The light for the main beam is shrouded so that no more than a red pinpoint is seen by the driver; thus, when travelling on an open road at night, he is not distracted by a bright red light in front of him. The pedals are well placed, and there is plenty of room for the driver's left foot when off the clutch. Heel and toe gear changes can be made easily while braking.

Visibility is good. The windscreen pillars are reasonably thin, and both front wings can be seen easily. The screen is slightly curved, and its base frame could be lowered with advantage—in keeping with the attractive, slope-away bonnet.

A good range of rearward vision is provided by the mirror, and the wrap-round window makes the interior of the car light and reversing easy. The main side windows wind down, and the rear side windows swing rearwards and downwards, so that the complete sides of the car can be opened without interruption from a central pillar. The mechanism for winding the main side windows is very low geared, and window opening or closing takes several revolutions of the winding handles. The twin vizors can be swivelled to stop the sun shining sideways into the driver's eyes, and when in the normal position are held securely in clips. The windscreen wipers sweep good arcs which overlap and keep the centre of the screen completely clean. They also wipe close to the windscreen pillars.

Luxury

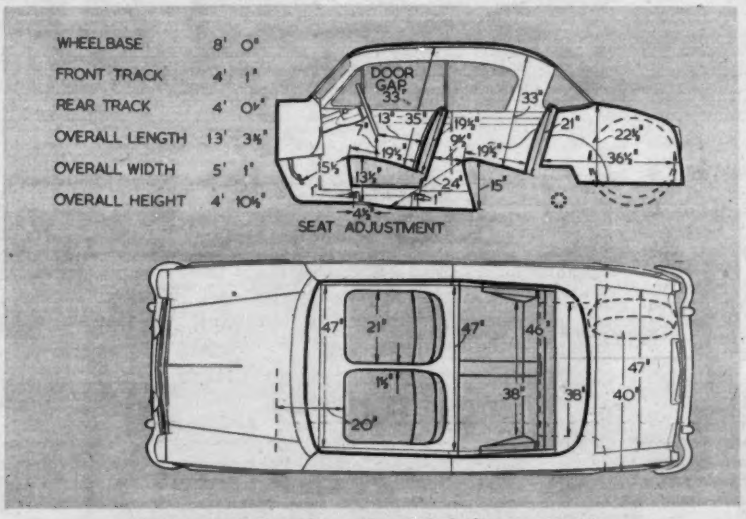
Interior appointments, as a whole, are carefully thought out and executed. There are armrests at each side of the rear seat, with a central armrest which can be pulled down when required. Also in the rear compartment is an ashtray mounted on the propeller-shaft tunnel. The roof is lined in synthetic material which is easy to clean. There is a big lockable glove compartment in the passenger side of the facia, and a shelf for the driver's use. The trim is of high quality, executed in two colours, and leather is used for the upholstery. Good quality carpets are fitted at front and rear, but the sunken footwells at the front are finished in protecting rubber. A driver's main objection to the general interior layout may be that the reflections of the facia in the windscreen are bad in sunshine, and at night when the instrument lighting is in use.

Although there are only two doors, access to front and rear seats is satisfactory. The doors are wide and robustly

hinged. The backrests of the front seats fold completely flat, and well forward, so that the rear seats can be reached without difficulty even by an elderly person. The lights are effective, and the main beams enable high speeds to be maintained in the dark. The range of the lights is not so impressive in wet weather, but their general standard of illumination is good.

The Rootes Group is to be complimented on keeping all its models enterprisingly different from the run of their classes. The Rapier is a particularly good example of how a definite need can be met in an original way. There are all too few high quality, high performance British saloons of modest size which are economical to run. This car is not cheap to buy, yet it represents value for money particularly to a family man who can afford a good car but not a sports car additionally for himself. This Sunbeam is docile and quiet in traffic and at low speeds, yet the gearing and power-to-weight ratio enable high average speeds to be maintained economically in the broadest sense. Those who like to maintain their own cars will appreciate the handbook which, in its comprehensiveness, is in keeping with the character of the car itself.

SUNBEAM RAPIER



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds

Speed Range, Gear Ratios and Time in sec.

M.P.H.	*3.95 to 1	5.22 to 1	*5.89 to 1	7.79 to 1	12.9 to 1	16.64 to 1
10—30 ..	—	11.5	—	7.0	4.6	—
20—40 ..	—	10.8	—	7.1	—	—
30—50 ..	18.4	12.5	10.9	8.8	—	—
40—60 ..	21.0	14.3	13.7	—	—	—
50—70 ..	29.8	20.3	20.2	—	—	—

* Overdrive.

From rest through gears to:

M.P.H.	sec.
30	5.6
50	14.9
60	21.7
70	34.7

Standing quarter mile, 22.4 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
O.D. Top (best)	85	137
Top (mean)	77.5	124.7
(best)	80.0	128.7
O.D. 3rd	60—70	96.6—112.6
3rd	46—53	74—85
2nd	29—32	46.7—51.5
1st	21—25	33.8—40.2

TRACTIVE RESISTANCE: 44.4 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
O.D. Top	124	1 in 17.9
Top ..	191.7	1 in 11.6
O.D. Third	211.7	1 in 10.6
Third ..	305.8	1 in 7.2
Second ..	424	1 in 5.1

BRAKES:

Efficiency	Pedal Pressure (lb)
50 per cent	25
78 per cent	50
77 per cent	75

FUEL CONSUMPTION

34 m.p.g. overall for 672 miles (8.31 litres per 100 km).

Approximate normal range 27–40 m.p.g. (10.46–7.06 litres per 100 km).

Fuel, first grade.

WEATHER: Dry, sunny, strong breeze.

Air temperature 51 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of 14 October, 1955.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80
True speed:	8	19	31	41	51	60	69	79

DATA

PRICE (basic), with saloon body, £695.
British purchase tax, £348 17s.
Total (in Great Britain), £1,043 17s.
Extras: Radio, £33 0s 6d. Heater, £21 1s.

ENGINE: Capacity: 1,390 c.c. (85 cu in).
Number of cylinders: 4.
Bore and stroke: 76.2×76.2 mm (3×3in).
Valve gear: o.h.v., pushrods.
Compression ratio: 8.1 to 1.
B.H.P. (gross): 62 at 5,000 r.p.m. (B.H.P. per ton laden 51.13).
Torque: 878 lb ft at 3,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 14.
M.P.H. per 1,000 r.p.m. on overdrive, 18.52.

WEIGHT (with 5 gals fuel), 21¼ cwt. (2,380 lb).
Weight distribution (per cent): F, 55.3; R, 44.7.
Laden as tested: 24¼ cwt. (2,716 lb).
Lb per c.c. (laden): 1.9.

BRAKES: Type: Lockheed.
Method of operation: Hydraulic.
Drum dimensions: F, 9in diameter; 1¾in wide. R, 9in diameter; 1¾in wide.
Lining area: F, 60¼ sq in. R, 60¼ sq in. (100 sq in per ton laden).

TYRES: 5.60—15in.
Pressures (lb per sq in): F, 24; R, 26 (normal). F, 28; R, 30 (for fast driving).

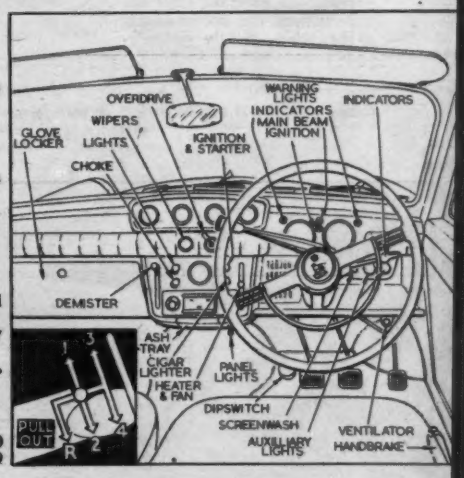
TANK CAPACITY: 10 Imperial gallons.
Oil sump, 8 pints.
Cooling system, 12½ pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 34ft 3in (L and R).
Steering wheel turns (lock to lock) 2¾.

DIMENSIONS: Wheelbase: 8ft.
Track: F, 4ft 1in; R, 4ft 0.5in.
Length (overall): 13ft 4.5in.
Height: 4ft 10in.
Width: 5ft 0.75in.
Ground clearance: 7in.
Frontal area: 19.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 38 ampere-hour battery.
Head lights: Double dip; 42–36 watt bulbs.

SUSPENSION: Front, Independent, coil springs and swinging links. Rear, semi-elliptic. Anti-roll bar position front.



XVI GIRO AUTOMOBILISTICA DI SICILIA

A Full Report Appears on Page 392

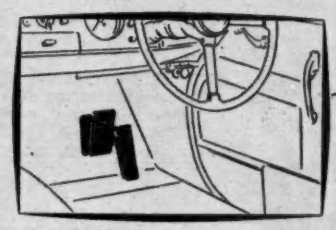
Leaving the starting ramp, and last car away: the 3½-litre, 4-cylinder Ferrari, driven by Peter Collins with Louis Klementaski as passenger, sets out from Palermo on its victorious run

Moment of victory: Louis Klementaski, with excusable enthusiasm, kisses Peter Collins after his inspired drive

Villoresi's 1½-litre Osca, which finished third, comes into the crowded finishing control at Palermo

Taruffi's 3-litre, 6-cylinder Maserati, from which a seemingly certain victory was so unexpectedly snatched after he had received the acclamations of the crowd—and the garlands

Crowd control was somewhat lax, as seen from these photographs taken by Louis Klementaski from the passenger seat of the Ferrari. The race distance of 670 miles in conditions such as these must have been a considerable strain



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An interesting comparison of the DB3S and a 2-4 convertible. The name of the Chalfont smithy providing the parking space is appropriate; but the reference to agricultural machinery and heavy wrought iron far from it

"3S"

IMPRESSIONS AT THE WHEEL OF A 210 B.H.P. COMPETITION CAR

by THE EDITOR

DAVID BROWN'S 3S Aston Martin is rather outside the ken of the ordinary man. Not only is it in the rarified performance and price bracket but, relatively, only a very few are assembled. Sports racing cars of this class—and the makes can be counted on the fingers of one hand—of necessity embody a few compromises between road and track; they are well judged in the DB3S. These cars have been used more for high-speed competition than on the road and they have established an enviable racing reputation. It is to be expected, therefore, that the leaning would be somewhat in favour of the track or circuit to the detriment, in a few respects, of traffic-driving flexibility and comfort. Even so, the step is as big again, from this car to the grand prix racing class.

SO much of a dual personality has the DB3S that it seems best to write these impressions under the separate headings of Road and Track. Often enough one hears a question among spectators: "I wonder what it is like to handle such a car or how should I get on if I had the chance to drive it?" Perhaps a few of the answers will be provided below. The author had no previous experience of the car or the circuit.

The stories are concerned with the driving of a single day between breakfast time and dusk. The locale included the roads of Middlesex and Buckinghamshire, with snips of Oxon and Northants, and the Silverstone track.

A glance at the accompanying photographs, for anyone who is not familiar with the appearance of the DB3S, will show that it is a two-seater which can be converted to the monoposto form by removal of the left-hand section of the plastic wind shield and the substitution, with the aid of quick fasteners, of a metal tonneau cover. The curvacious wind shield provides quite a lot of protection for the passenger to whom it is quite close, but the sweep forward on the driver's side results in appreciable wind spill-over at speeds under about 100 m.p.h.

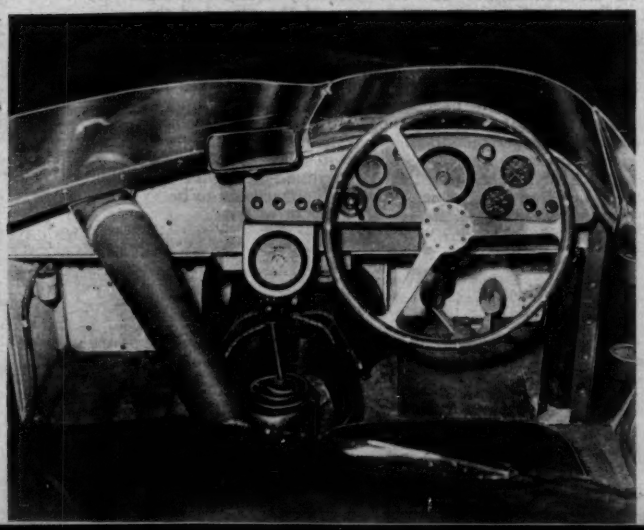
White linen caps and sun glasses as worn by some occupants of flat-screened sports cars may be very nice in Monte Carlo, Florida and occasionally in Brighton, too—and for moderate speeds—but in an English winter, even with sunshine, and at twice the speed, fancy sartorial half-measures will not do—one needs to be dressed properly. On the road, jackets should be close-fitting and windproof, scarves well tucked in or the ends will come round like a whip lash, and hats and goggles need to be substantial and securely attached. For the track the same applies, but with the substitution of a reliable crash helmet and gloves. Not only is there the direct safety aspect of such preparations, but also that of comfort, which makes for better concentration and control.

No sports car has a more delightful simplicity of line than the DB3S. Everything merges and blends except, perhaps, the visible portions of the exhaust pipes. The cockpit is austere, but in keeping with the car's purposes. A central tachometer dominates the small panel, which carries in addition oil, temperature and pressure gauges, water thermometer, ammeter and switches. The accurate speedometer (when fitted) is mounted separately above the gear box. No cold starting device is provided but the three two-choke Webers look after cold starting, anyway.

When in two-seat form, the rear view mirror is centrally mounted. With the second seat covered, another faired-in mirror on the tonneau takes its place. On the driver's side there are areas of padding, leather covered. The seats themselves are semi-buckets, with forward extensions from the base of the squab to give comfortable and precise support. The gear lever is cranked a little to the left.

There is plenty of room in the driving position, and the first impressions are of lowness, compactness of the car around you, and unexpectedly domed front wings because of the broad, low snout. Of the controls, only the accelerator pedal seems otherwise than ideally placed, being tucked away to the right so that to line up the foot and leg, the side of the knee rests against one of the leather protecting pads.

Being fully roadable, the car carries lights, horn and spare wheel. There is also a ventilator for the driver's side of the cockpit. Plenty of heat comes back from the engine and the remote header tank which is mounted just in front of the driver in the engine compartment.



A simple cockpit layout. Centrally above the wheel is the rev counter, and over the gearlever, the speedometer. The airtrunk on the passenger side is needed to cool the rear axle assembly when racing

"3S"

Sporting transportation for two would be a mild way of describing the DB3S in its road form, for it is outstanding in almost every respect. The Greyhound Inn which forms the background is at Chalfont St. Peter

On the Road

WE start the engine to warm up at a fast idling speed. It is, of course, a 3-litre, which in this form delivers 210 b.h.p. at 6,000 r.p.m. The gears are the same in operation as in the DB2-4 and the fly-off hand brake is similar to that of the latest 2-4s.

There is a throaty crackle, not yet quite even, about the exhaust, which is expelled sideways beneath the driver. Previous advice about the racing clutch is useful—it has very little movement and is virtually in or out. Using more r.p.m. than with a less highly bred and a lower-geared vehicle, we move off. It is a precise action, and second gear is engaged early, before there is any indication of the acceleration to come. The official passenger apparently is relaxed in his seat as we tour across Hanworth airfield and out on to A312.

In the lower r.p.m. range the throbbing exhaust note attracts no comment or attention, but the sleek, green car is frequently admired. The docility is remarkable, and we bowl along in the slow traffic stream towards London Airport at 25 m.p.h. in third gear. Suspension is quite hard over bumps, but far from harsh. Still there is no hint of exceptional performance.

As we pause, then turn out into the Great South-West Road, almost forgetting to make the small allowance for the quick release, quick grip clutch, the first chance comes to try the get-away in second gear. Momentarily there is no great response, then, as 3,000 r.p.m. is indicated, a glorious surge of power and a brief crescendo from the exhaust leaves us pressed back in our seats. In a few seconds the speedo needle leaps to nearly 60 m.p.h., and we are up with traffic again. Second's overall ratio is quite low; third is near to top.

Through Uxbridge the chaotic, crawling traffic is as trying to the driver as to the car. In the rush-hour jam, on return in the evening, the engine showed its displeasure by hissing steam at passing cyclists and refusing to idle unless its throats were frequently cleared.

The gear box is as sweet and precise as we had expected and the car, now thoroughly warm, is very responsive. We have learned that the relatively hard and almost feel-less push needed on the brake pedal provides a smooth, reliable stopping force. And so we bumble, with an occasional burst of speed, towards Chesham and the open roads.

At Chalfont St. Giles the opportunity to take the heading photograph for this story was too good to miss. No disrespect is intended, of course.

With space and view ahead (and wearing the goggles which had already been found essential) came the first chance to open up. I discovered that the accelerator travel was longer than I had at first supposed; there was even more poke under the bonnet. So quickly did the engine speed build up that my hand was still on the way to the gear lever when the 5,500 r.p.m. limit in the intermediate gears came up. Third was in as quick as the lever could be moved, and the speed went up from 60 to 90 in no more than six seconds. How remarkably smooth the engine is.

The wind screamed past our ears and the car seemed suddenly to be wide awake. There was an eagerness about the way the nose lightly followed the slightest movement of the wheel. At times I had consciously to avoid over-controlling. The lack of calculated effort on the driver's part and the adhesion on corners gave the impression that the car was thinking ahead of the driver and taking the corners itself. Braking gave every confidence, but continued to call for heavy pedal pressure. On the stretch after Missenden, the 100 m.p.h. came up for the first time—and with incredible ease.

Through the clogged market place at Aylesbury, the car behaved well, gave scarcely a cough when idling, and offended no one with its mildly silenced exhaust. It would not be misleading to say that the DB3S has a family handling likeness to the 2-4 but, once travelling, does everything much more so.

As we left Aylesbury on the Bicester road I murmured a short prayer for a clear part on the long straight a few miles ahead. Ironically, this best straight for miles around is Akeman Street, laid by the Romans—1,900 years of forgetting how!

My luck was out to start with, but after the little humped bridge there were only a few fast-moving vehicles which the Aston mopped up at about 90 m.p.h. At last, ahead and clear, lay the best and widest stretch. Here was the hoped-for opportunity and it was right foot hard down. The speedometer was out of sight under my left elbow, but I felt the slipstream lift over my head and I became enveloped in a warm, roaring cocoon of air from the cockpit. The r.p.m. needle climbed rapidly to 5,500 to 5,600 and to 5,900 before it was time to cut in readiness for the bend ahead. It was a gloriously exhilarating burst yet, oddly, anti-climatic as well because of the ease, and the rock-steadiness and smoothness of the car and engine. Even in these blasé days, 138 m.p.h. (as recorded by my passenger) is no mean speed on an English road.

The remaining few miles to Silverstone were taken mostly at a loping 70 m.p.h. over good-surfaced, winding, up-and-down road. They confirmed the superb road-cornering qualities of the car and its experience-to-believe responsiveness. As the left and right turns came up it was sufficient to show the car the direction; a touch of power then tucked her round them like a parallel Christie of an expert skier. Always there seemed to be so much performance, control and road-holding in reserve.

That the car is unusually low and compact is made apparent by the presence of the three men concerned in the outing

Corners defined by no more than a line of oildrums were found more difficult to judge than those with definite edges or fences. Woodcote seemed the most difficult of all

On the Track

A SUB-TITLE might read "Report on first practical lessons in handling a competition car." In fact the DB3S has all the performance of many out-and-out racing cars.

But for the occasional passage of a new 1,500 Cooper Climax, the 2 miles 1,631.5 yards of Silverstone were ours—subject to the controller's flag. While the main circuit was cleared and checked, hot plugs were fitted and tyre pressures raised from 35 to 40 lb. The rear axle cooling air trunk, required for racing only, was already in position. A few leisurely rounds of the short club circuit helped to create a suitable frame of mind and give opportunity to get used to the single-seat configuration. Some photographs were also taken from the back of a convertible DB2-4. After this it was helmet on and out to the track proper, the Aston truly in its element.

How different everything seemed—there was no excuse not to drive fast, yet a reluctance to do so. Without vehicles or hedges the track seemed enormous (as an embryo bomber pilot I had found it an embarrassingly narrow perimeter track). For a second I understood the feeling of *el toro* as he trots out of dark confinement into a huge, sunlit ring. He blinks undecidedly, but he is committed. What must he tackle, and how to start?

For a lap or two I dutifully changed down in anticipation of the corners; into second for Copse, Becketts and Stowe. The car went obediently round and accelerated away. Obviously when we speeded up it was going to be necessary to memorize braking points and gear-change positions. All I had read about the detailed preparations and briefing of topline drivers before races flashed through my mind. I was totally unprepared and unbriefed—and felt it. But that had been the intention of the exercise: to discover how the ordinary driver might react to these circumstances.

At the end of six laps I had learned or part-learned a hundred things. That total concentration is still barely sufficient. That it is extremely difficult to avoid exceeding maximum r.p.m. in the indirect gears. That the car would corner much faster than I dared to corner it. That, for me, wide bends were more tricky than clearly defined ones. That corners can be taken in several different ways, at almost the same speed, by the inexpert. That braking or changing gear while entering a corner can be embarrassing as a result of upsetting the line and the rhythm of the turn. That, as Moss counsels, it is always better to use even a little power through a corner; a trailing throttle is bad. That, as you get faster, the points to brake and change and start your turn all pile up together and get more and more difficult to co-ordinate and judge correctly.

After a short rest and discussion I went off for some more. Soon I found myself using and needing every bit of road width in and out of corners, except at Club corner. Second gear, with its maximum of about 60 m.p.h., was now too low to be useful. Top gear was having to go in earlier and stay in for increasing numbers of yards between Woodcote and Copse, and Stowe and Club. It was also going in before Abbey curve, and down Hanger straight the r.p.m. were reaching about 5,200. In the corners themselves I had no chance to note speed and seldom to check r.p.m.

Maggots curve, with its rough surface, slight slope away and deceptive amount of turn, was now a little less alarming but Becketts, sharpest of all, was on top of you immediately after it.

After the first laps a man with a stop-watch had indicated that I was moving fairly well up the centre column of the lap speed tables provided in Silverstone programmes. This starts at 2 min 29 sec or 70.72 m.p.h. and tops at 2.05—84.3 m.p.h.

With each lap there were signs that the speed was increasing a little at some points but not at others. I seemed unable to take Woodcote in the same way twice. Should it be in fast and tight, or in slower and wider with a fast and tight out? Possibly it should be one big, even sweep, although it is not really an even curve. With its rather blind and fast approach and ill-defined curve, Woodcote continued to worry me.

On a clear track the Aston took Abbey in a way that belied the curve's reputation for trickiness. Without instruction and lots of practice I felt I could do little more with Copse and Becketts. I reckoned I had picked up a fifth or two on Club. The in slower and out faster technique seemed to have advantages as well as feeling safer. The Aston thrives on plenty of power applied early in the corners. Cars of this kind do not run out on corners or slide their tails round; the degree of under or oversteer is induced by the amount of engine power.

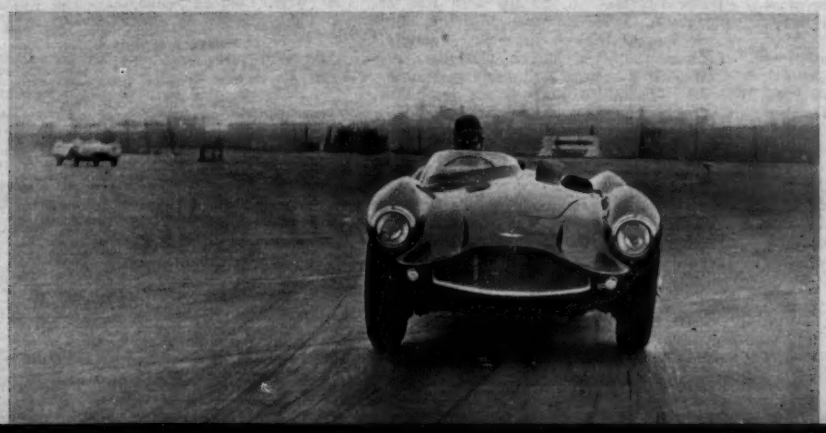
By now my shoulders were beginning to ache; the r.p.m. never seemed to last long enough in third; I felt it was cruel to ask the brakes to keep working so hard; but it was all tremendously exciting. Once the Cooper Climax with Les Leston came out in sight ahead. Half the size, he drew steadily away. Discouraging, but exactly as would be expected. He is a lap record holder, and in this Cooper, an under 2 minutes man.

By the time I came in for the second time I had concentrated long enough and had managed two or three laps at times just inside the first column of lap speeds which start at 2.04 and 84.98 m.p.h. This was plenty for one day.

Later I drove a lap or two more, a little slower, to try to check speeds at various points for quotation in this story. I learned that it was not possible to do two such jobs at once. Driving, as I remarked earlier, needs 100 per cent concentration. Short of that it may prove dangerous.

What an afternoon! So few are fortunate enough to "have a go" and thus pass for a few moments from the realms of theory and hearsay into those of personal experience. Words cannot convey feelings which are not always themselves fully comprehended. Even such a short experience provided a new appreciation and a new interest in racing. More important, it gave a new understanding of day-to-day driving and the control of a car. Track-bred sports cars must certainly benefit from their racing strain. The family car, in turn, benefits from them.

The Technical Editor adds his observations on the background and design features of the DB3S *overleaf.*



Warming up on the club circuit while the main outer one was being cleared. Also in the picture is Les Leston and his 1500 Cooper Climax

"3S" TECHNICAL DETAILS . . .

THE DB3S engine is a direct development of one of the first completely new designs to be evolved after the late war. It was in September, 1945, that details were first released of the 78 × 90 mm (2,580 c.c.) six-cylinder Lagonda engine. When the capacity was increased to 2,922 c.c. as the DB3, it was achieved by increasing the bore to 80 mm diameter and offsetting the bore centres of each cylinder pair by ⅛in.

The cylinder block is of cast iron, with detachable wet liners. Four aluminium main bearing housings of the split diaphragm type contain the lead-bronze bearing shells. Steel connecting rods are used, and have the cap bolts machined integral with the rod half for minimum reciprocating weight.

Each valve in the hemispherical combustion chamber is inclined at 30 deg to one side of the cylinder centre line. The valves are operated, with direct-acting piston type tappets, by twin high-lift camshafts chain driven from the front of the crankshaft.

With a compression ratio of 8.68 to 1, the engine develops 210 b.h.p. at 6,000 r.p.m. Ignition is by one centrally situated 10-mm sparking plug in each cylinder head.

The four-speed David Brown gear box is mounted directly behind the clutch, and has baulk ring synchromesh on the three upper ratios.

Front suspension is by trailing links, with triangulated upper arms for increased rigidity. The lower arms are needle-roller mounted and are connected to the transverse torsion bars housed inside the frame front cross-member.

Outboard Girling hydraulic drum brakes are used at front and rear. The front are 13in dia × 2½in wide, and those at the rear 12in dia × 2½in wide. Disc brakes, also of Girling manufacture, are fitted to the works cars.

The spiral bevel final drive unit is mounted directly on the frame, and transmits the drive to each wheel through Hardy Spicer universal shafts. The De Dion axle is controlled by two parallel trailing arms at each side—a tubular one at the top and a flat steel type at the bottom, to give a degree of torsional flexibility. Lateral location is by a central slider block, which operates in mild steel guide plates bolted to the final drive casing.

The standard axle ratio is 3.73 to 1, but there are also alternatives of 3.27, 3.54 and 3.91 to 1. With the standard ratio the top gear speed is 23.4 m.p.h. per 1,000 r.p.m. This gives a maximum speed of 141 m.p.h. and, similarly, the corresponding figure for the intermediate ratios would be 102 m.p.h. in third, 69 m.p.h. in second and 44 m.p.h in first, as the engine speed is limited to 5,500 r.p.m. in the indirect gears.

BRIEF SPECIFICATION

Engine: 6-cyl., 83 × 90 mm (2,922 c.c.). Compression ratio 8.68 to 1. 210 b.h.p. at 6,000 r.p.m. Four-bearing crankshaft. Twin overhead camshafts. Three horizontal dual-choke Weber carburettors.

Clutch: Single-plate racing clutch, 9in diameter.

Transmission: Four-speed with synchromesh on upper three ratios. Spiral bevel final drive. Overall gear ratios, 3.73, 4.69, 6.97 and 10.88 to 1.

Dimensions: Wheelbase, 7ft 3in. Track, 4ft 1in. Overall length, 12ft 10in. Overall width, 4ft 11in. Overall height, including screen, 3ft 5in. Turning circle, 30ft. Ground clearance, 6in. Dry weight, 1,940 lb (17.4 cwt).

SO NEAR . . .

Peter Collins' Dramatic Victory in Sicily

RUN on a 670-mile course over the mountainous roads of Sicily, the Sixteenth Tour of Sicily provided as close and exciting a finish as has been seen for many years. From being 8min 29sec behind Taruffi's 3-litre Maserati at the last control, Peter Collins, driving a four-cylinder, 3½-litre Ferrari, moved up to score a 53sec victory at the finish, 150 miles away.

Taruffi crossed the finishing line under the impression that he was the winner, actually receiving the laurel wreath only to have it removed when the true result was known. It was a bitter moment for Taruffi who, had he won the race, would have scored a hat-trick and won the coveted gold plaque that is awarded for three consecutive wins. This sort of thing can happen only in the few remaining town-to-town races that still exist, the car's position being communicated to the driver only at rare intervals.

The start took place in Palermo, the cars setting out at minute intervals, the faster competitors (unlimited sports cars) moving off last. The course cuts down to the Trapani control, then runs close to the coast through Castelvetrano to the control at Agrigento. From there it strikes inland to the Enna control and back to the coast at Gela (control), through Ragusa to Syracuse (control), round Catania airport and through the town, which contains a further control. Finally, through Taormina and the Messina control, the road leads back to Palermo.

The main protagonists were the three 3½-litre Ferraris driven by Castellotti, Musso and Collins (Castellotti's and Musso's having 12-cylinder engines and Collins' four), the 3-litre, six-cylinder Maserati of Taruffi, and Maglioli in a 2-litre Osca. Both the 1½-litre (Villoresi) and the 2-litre Oscas would have become formidable opponents had the roads been wet; under these conditions they become very slippery indeed. However, there was no rain during the race. The big cars got away, Castellotti at 03.31, Musso at 03.34, Taruffi at 03.35 and Peter Collins, last of all, at 03.37. Castellotti immediately establishing a lead, followed by Taruffi and Collins.

Musso had started with a sick engine which gave up soon after the start, but he cunningly went down a side road so that the common enemy, Taruffi, would think he was still ahead of him, and would not discover the true position until the first control.

Castellotti continued to build up his lead, drawing away, in company with Taruffi, from Peter Collins who was driving a steady race in third place, having to change gear without the use of the clutch, the withdrawal mechanism of which had ceased to operate by Trapani.

In fourth position was the astonishing 2-litre Osca driven by Maglioli, then Villoresi's 1½-litre, followed by the first of the *Gran Turismo* category—Gendebien in the 12-cylinder, 3½-litre Ferrari coupé. He finally won this class, building up a lead of over an hour from the second-placed 300SL Mercedes Benz, despite a puncture during the hours of darkness.

Up to Catania, the intervals between the three leading cars were these:—

	Agrigento	Enna	Syracuse	Catania	Messina
Castellotti					
Taruffi	21sec	2m 27s	6m 15s	6m 45s	—
Taruffi					
Collins	1m 50s	3m 21s	5m 11s	7m 27s	8m 29s

The Ferraris topped up with fuel at Agrigento, Syracuse and Messina, and made longer stops at Enna for a general check-over. After Catania, Castellotti retired with a broken half-shaft at Fiumefreddo; Taruffi went into the lead and Collins increased speed slightly, and Villoresi (replacing Cabianca, who had retired) moved up into third position.

Taruffi arrived in Messina with a lead of 8min 29sec; so certain were Maseratis of winning that he made a longish stop of about 2½ minutes, setting off at a more steady pace to make sure of finishing. Having started two minutes earlier, he was, in fact, some eight minutes down the road when Collins, who had taken on some fuel in 23sec, adopted a crouch and set off after the unsuspecting Taruffi. Driving in a masterly fashion, and egged on by the huge crowds and passenger Louis Klementaski, he had gained 8min 33sec by Cefalu—in fact, had built up a four-second lead over Taruffi, though, geographically, he was still astern of the Maserati.

Taruffi crossed the line, was acclaimed the winner and garlanded when, to everybody's amazement, the Ferrari shot across the line 1min 7sec later (in fact, 53sec less than the difference in starting times). The garlands and acclamations were hastily transferred from a bemused Taruffi to Collins and Klementaski, who had not dared to hope for better than second place.

The winner had set up a new course record in 9 hours 59min 53.1sec, being the first man to better ten hours, and lowered the previous best time from Messina to Palermo by some nine minutes. Villoresi was a popular third and Gendebien was fourth, winning the *Gran Turismo* category at the same time.

RESULTS (race distance 670 miles)

1, Ferrari 3,500 (P. Collins), 9hr 59min 53sec, 67.12 m.p.h.
2, Maserati 3,000 (P. Taruffi), 10hr 0min 46sec, 66.92 m.p.h.
3, Osca 1,500 (L. Villoresi), 10hr 28min 39sec, 64.05 m.p.h.
4, Ferrari 3,000 (O. Gendebien), 10hr 31min 24sec; 5, Osca (U. Maglioli), 10hr 59min 47sec; 6, Fiat 2,000 (Vella), 11hr 14min 11sec.

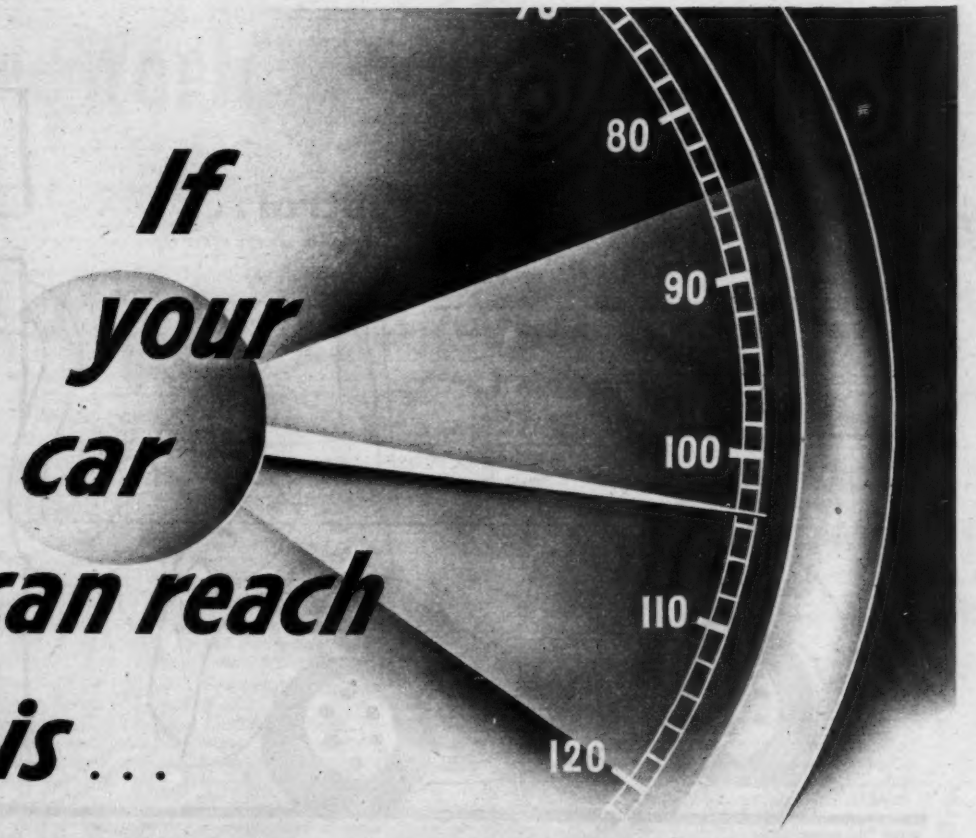
CLASS WINNERS

Touring cars up to 750 c.c.: Dyna Panhard (Cotton), 13hr 0min 41sec, 51.58 m.p.h. **751 to 1,300:** Alfa Romeo Giulietta (Cioli), 12hr 2min 6sec, 55.76 m.p.h. **Over 1,300:** Alfa Romeo T1 (Stagni), 11hr 43min 29sec, 57.17 m.p.h.

Gran Turisme cars up to 750 c.c.: Abarth (Minaudo), 13hr 31min 35sec, 49.61 m.p.h. **751 to 1,300:** Fiat Siata (Fraccari), 12hr 6min 14sec, 55.44 m.p.h. **1,301 to 2,000:** Fiat (Vella), 11hr 14min 11sec, 59.73 m.p.h. **Over 2,000:** Ferrari (Gendebien), 10hr 31min 24sec, 63.77 m.p.h.

Sports cars up to 750 c.c.: Fiat Stanguellini (Cecchini), 12hr 18min 54sec, 54.51 m.p.h. **751 to 1,100:** Osca (Rosal), 11hr 33min 38sec, 58.05 m.p.h. **1,101 to 2,000:** Osca (Villoresi), 10hr 28min 39sec, 64.05 m.p.h. **Over 2,000:** Ferrari (Collins), 9hr 59min 53sec, 67.12 m.p.h.

(*Illustrations on page 388*)



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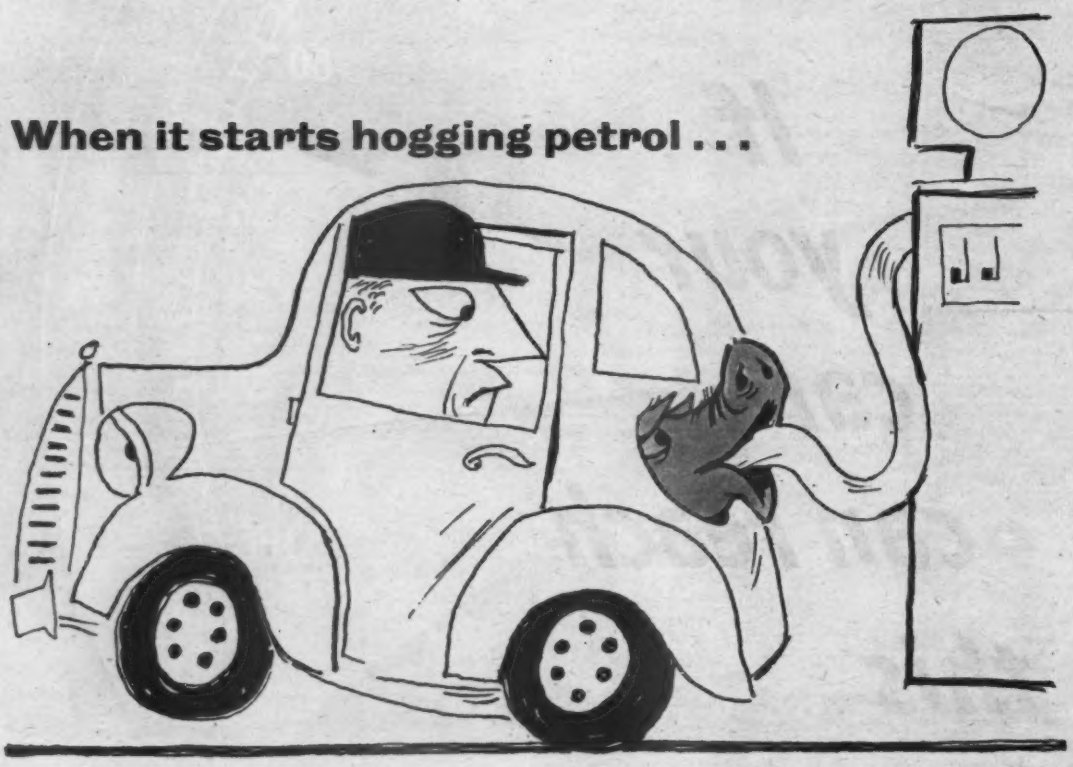
Years of motor racing experience have gone into the construction of this tyre—the kind of experience that's made *Pirelli* a famous name in the motoring world. It's built to stand the strain of rapid acceleration. The tread is patterned for road holding, for fast cornering and really *fast* driving. It is designed expressly for use on the road. It is built to resist effects of centrifugal force and rising temperature. It's made for speeds of 85-120 m.p.h. It's the Pirelli *Speed* tyre.

P.271

When it starts hogging petrol . . .



Who wants to waste petrol these days? Not *you*, of course! All the same, if your car is a few years old its valve springs have probably had it. And that means a continuous loss of power with petrol bills to match. You could save yourself pounds by fitting new valve springs now. But do have Terry's, and nothing but Terry's!

refit with TERRY'S aero valve springs

Terry's Battery Terminal Remover
Strong, light, cadmium plated finish. Will pull up the most obstinate terminal. 5/- each.

Terry's Ignition Tool
Combined spanner and screwdriver for points, coil, and distributor nuts and screws. 1/6 each.

Terry's Midget Spanners
The 'Midget' has 8 different spanners, a .012 feeler gauge and a screwdriver. 2/- each.

HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND P117

The World's SPORTS CARS

NOBODY seems yet to have found the real answer to the question "What is a sports car?", nor does it seem likely that a satisfactory definition will ever be found. A car which has been classed by its manufacturer as a sports car may, to the purist, seem as sporting as shooting a budgerigar in its cage.

The only practicable classification seems to be that laid down by the Federation Internationale de l'Automobile *in Appendix J of the International Sporting Code. In this, under "Series Production Sports Cars," the definition reads as follows: "Art. 269.—Purpose.—'Series Production Sports Cars' are motor vehicles intended for the conveyance of persons and for which the manufacturer has endeavoured to obtain very high performances, without especially seeking comfort or economy of use. These cars must conform to a model well defined in a catalogue, and must be offered for sale to customers by the usual Sales Department of the Manufacturer." It goes on to say, under the heading "Minimum fabrication," that a minimum of 25 cars of the same model must have been built within 12 consecutive months, whatever the cylinder capacity.*

Under the heading "International Sports Cars"—probably the only type that the purists will acknowledge to be the real thing—the definition reads thus: "Art. 275.—Characteristics.—International Sports Cars are not subjected to any obligation other than that of answering to the provisions of Appendix C of the International Sporting Code. The International Sports Cars category may, therefore, include prototypes." There is no "minimum fabrication" laid down for this category, as with the Series Production cars.

Finally, there is the less known category headed "Grand Touring Series Production Cars," into which come some very fine cars with a considerably more sporting performance than many of those in the previous two classes. The definition given for this category is: "Art. 265.—Purpose.—'Grand Touring' series production cars are vehicles built in small series for the use of purchasers who require the best performances and the maximum comfort with no special concern about economy. The cars must comply with a model well defined in a catalogue, and be offered to the purchasers by the usual Sales Department of the Manufacturer. Shall be assimilated to 'Grand Touring' series production cars, the normal series production cars which are equipped with a special body, provided their minimum weight remains the same as the one indicated on the recognition form for the model concerned. However, with regard to checking the weight of a normal series production touring car with special body, the allowance shall be 10 per cent as compared with the weight indicated on the said recognition form."

It goes on to say that the minimum output of Grand Touring cars must be 100 units in 12 consecutive months, whatever the cylinder capacity, and that the seats, the minimum number of which must be two, must conform in dimensions to the limits laid down in Appendix C for sports cars.

Those, then, are the categories into which sporting cars are officially divided. All the cars referred to in the following pages come into one or other category.

Abarth — Italy

Abarth & Company, Via Trecate 10, Torino, Italy

One of the excitements of the present season will be to watch the progress of the Fiat-based Abarth cars, which show signs of giving our own sports machines some competition, particularly in the up-to-1,300 c.c. class. The 207 B-1100 Spider competition model uses as a basis the Fiat 100 unit, increased in bore to give it a capacity of 1,270 c.c. With two Weber horizontal carburettors and a high compression ratio, it has a claimed output of 78 b.h.p. at 5,900 r.p.m. and a maximum of about 112 m.p.h. It is exceptionally low built and sleek in appearance.

Body and chassis are formed in a single structure, and Fiat parts are used for most of the suspension and brake parts. Other Abarth models are based on the Fiat 600, the engine in each case having an increased bore and stroke to give a capacity of 747 c.c. One is a lightened version of the standard saloon, and there are attractive open two-seaters with bodywork by Zagato, Viotti and Bosno with claimed maxima in excess of 100 m.p.h. when fitted with the most highly tuned 47 b.h.p. version of the little engine.

A.C. — Great Britain

A.C. cars, Ltd., Thames Ditton, Surrey

The combination of the traditional light alloy, A.C. six-cylinder 2-litre engine, and a tubular chassis with independent front and rear suspension developed from the highly successful Tojeiro sports-racing car, has resulted in a most intriguing model.

Very suitable for rallies and club racing, the open two-seater Ace and the coupé Aceca are fitted with bodies which are universally admired for their beauty of line. The Ace may now be supplied with the 2-litre Bristol engine, which gives improved high speed acceleration and a maximum of well over 100 m.p.h. Rack and pinion steering is used. Roadholding of this light machine of simple design is outstanding.

Alfa Romeo — Italy

Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey

The products of this famous manufacturer reflect their long and successful racing history. The Giulietta has surprised many by the high performance obtained from an engine of only 1,290 c.c., which in Alfa tradition has twin overhead camshafts. An output of 65 b.h.p. at 6,000 r.p.m. is obtained from the Sprint coupé and Sprint Spyder open two-seater with a maximum speed of 100 m.p.h. claimed for the open model. Double wishbone front suspension and live rear axle are used, springing being by coils all round, and braking power is exceptional.

An even more potent version of the Giulietta—the "Sprint Veloce"—will soon be in production. The engine develops 90 b.h.p. and 115 m.p.h. is claimed. Gear lever position is moved from the steering column to the floor for this model.

The larger 1900 model has an engine of 1,975 c.c. capacity, also with twin overhead camshafts. In Super Sprint form, power output is 115 b.h.p. at 5,500 r.p.m.

Bodies on both chassis are typical of the best Italian style, with their simplicity of line and absence of ornament.

Allard — Great Britain

The Allard Motor Co. Ltd., 24-28, High Street, Clapham London, S.W.4

Just about this time last year, Allard introduced a new model intended primarily for competition use. It was the J2R, and unlike other Allard models for which more than one particular engine is available, it was designed specifically to be powered by the Cadillac V-8 engine.

A.C. Ace

Aston Martin DB3S

Arnolt-Bristol fixed head coupé

The World's SPORTS CARS

This engine has a swept volume of nearly 5½ litres, and uses two four-choke Rochester carburettors, and push-rod-operated overhead valves. In standard form it produces 210 b.h.p., but with the aid of various parts provided by Detroit Racing Equipment, the power output can readily be stepped up to 300 b.h.p. Since the weight of the complete car is only 2,200 lb, the available performance can well be imagined. Even in standard trim the acceleration is quite outstanding.

A particularly desirable feature on such a car is the readiness with which the final drive ratio can be changed. It is necessary only to remove a cover plate in the side of the differential casing and put on a different pair of transfer gears. A selection of crown wheel and pinion ratios is available, so that the car can be geared to suit any particular circuit.

The J2R is a two-seater, panelled in aluminium, and has coil spring suspension at front and rear. Lockheed brakes (two leading shoe at the front) are fitted with Al-fin drums of 12in diameter. At the rear, the brakes are inboard, forming a unit with the de Dion rear axle.

Alvis — Great Britain

Alvis, Ltd., Holyhead Road, Coventry

One of the most æsthetically pleasing of all the British cars at last year's London Show was the new Alvis TC 108-G with *Gran Turismo* bodywork by Hermann Graber, the well-known Swiss builder. Quality and refinement of running mark both the engine and chassis of the three-litre Alvis.

The engine is of conventional design, with overhead vertical valves actuated by push-rods and rockers, and has a relatively close bore-stroke ratio of 84 by 90 mm. Two horizontal S.U. carburettors are fitted, and the maximum output is 104 b.h.p. at a modest 4,000 r.p.m. The Alvis is equipped with a four-speed synchromesh gear box, and makes no concessions to those who claim that they can still enjoy motoring when deprived of clutch and gear lever.

Precise control and first-class road-holding are an Alvis tradition well maintained in the present model, and the strength of the Graber body construction, which is beautifully engineered even in the places where the customer is not likely to look, adds to the rigidity of the boxed section chassis. Very thin windscreen pillars and exceptionally comfortable seating will endear this car to those who wish to travel long distances at high speeds with the minimum effort. The Graber-designed body is now being produced in this country.

Austin-Healey 100M

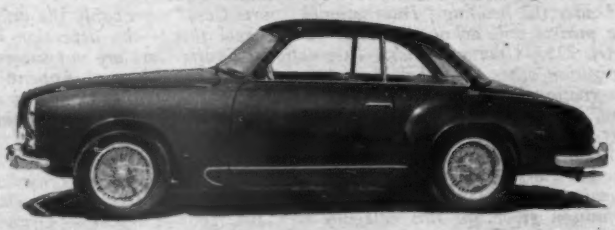
Arnolt-Bristol — U.S.A.

S. H. Arnolt Inc., 415, East Erie Street, Chicago 11, Illinois, U.S.A.

An example of international co-operation, the Arnolt-Bristol has bodywork by Bertone, of Italy, on a chassis by Bristol, of England, distributed by S. H. Arnolt, Inc., of America. The degree of tune of the Bristol engine for this model yields 132 b.h.p. at 5,500 r.p.m. and the usual transverse leaf spring and wishbone front suspension, rack and pinion steering and positively located live rear axle with torsion bars are employed.

The bodies are striking in appearance, although compact, generous curves predominate and the rather deep Bristol engine is cleverly enveloped in a car of low overall height. Models available are the open two-seater competition car and the recently introduced Mark II coupé.

Alfa Romeo 1900 Super Sprint



Arnott — Great Britain

Arnott Racing Cars Ltd., Whitchurch Lane, Edgware, Middlesex

A limited production sports car available with proprietary engines to suit the customer's requirements is the Arnott, which was introduced during last season. Beneath streamlined open two-seater bodywork of glass fibre is a simple tubular chassis, the combination probably being unique in that this body is moulded to the frame scuttle.

Wishbone-type independent suspension front and rear is allied to helical springs, those at the rear being supplemented by longitudinal torsion bars. The renowned 1,100 c.c. Coventry-Climax engine can be fitted, and in this form the Arnott weighs only 1,176 lb. An alternative installation is the B.M.C. A.30 unit, which can be supplied either normally aspirated or supercharged. In either form the drive is taken through an M.G. TC-type gear box.

Aston Martin — Great Britain

David Brown Tractors (Eng.), Ltd., Aston Martin Automobile Division, Henworth Park Works, Feltham, Middlesex

The DB2-4 has established an enviable reputation among sports car connoisseurs, largely by virtue of its superlative road-holding qualities allied to saloon car comfort. The great rigidity of the chassis frame of welded square-section tubes contributes to this roadworthiness, and suspension is by trailing links at the front and a live axle with radius rods at the rear, coil springs being used all round.

Fitted with the same 2.9-litre, six-cylinder twin overhead camshaft engine that propels the Lagonda, and which develops 140 b.h.p. at 5,000 r.p.m., this car requires free use of the excellent close-ratio gear box to realize its impressive performance. It is a genuine race-bred machine, developed from the earlier DB2, which can count among its successes an Index of Performance victory at Le Mans and class wins in the Mille Miglia. Accommodation is for two, with generous luggage space, although two usable occasional seats are provided.

Alternatives to the sports saloon are the convertible and hardtop coupés by Tickford.

For those with sports car racing in mind, there is the DB3S competition model. Although a tractable road car, this is the real thing, designed to win races and succeeding, as shown by its record of achievement. De Dion rear axle and suspension by torsion bars figure in the specification and the engine, basically the same as in the DB2-4, develops 207 b.h.p. at 6,000 r.p.m.

Austin-Healey — Great Britain

Donald Healey Motor Co. Ltd., The Cape, Warwick

This car made a decided impact when it first appeared at the London Motor Show in 1952 and it then so impressed Sir Leonard Lord, head of the British Motor Corporation, that he quickly made plans for large-scale production in his own works, a factor responsible for the comparatively low price.

The Austin A.90 four-cylinder engine —much modified—is used and an Austin Princess gear box, also modified and arranged for the fitting of a Laycock overdrive operable in 2nd, 3rd and top gears. The chassis is of box section, reinforced by a substantial scuttle structure. Coil spring i.f.s. and half-elliptic rear suspension are employed. This car has a low and particularly graceful steel body which lends itself better than most to a two-colour scheme, and has full weather protection equipment.

The least potent 100 model will exceed 100 m.p.h. while the 100M has modifications found in the cars which have run at Le Mans, including higher compression pistons, a high-lift camshaft and larger carburettors.

The 100S (S stands for Sebring, where the car was third in 1954) is the competition model, with Dunlop disc brakes and other incitements to greater urge.

Bentley — Great Britain

Bentley Motors (1931), Ltd., 14-15, Conduit Street, London, W.1

Fast, high-performance sports cars are usually associated with roaring exhausts and screaming tyres, but perhaps nothing is so impressive as the superb combination of power and silence. Since the introduction of the "silent sports car," Bentley have specialized in this branch of performance motoring, and the introduction of the

Alvis TC 108G

Continental set new standards of speed, comfort and safety.

The big, six-cylinder engine has a swept volume of 4,887 c.c. and the unusually high compression ratio (for this type of car) of 7.25 to 1. Engine smoothness is ensured by the use of pushrod operated, overhead inlet valves in conjunction with side exhaust valves.

Luxury features included in the specification are automatic four-speed gear box with fluid coupling, eliminating the need for a clutch pedal; servo-assisted brakes powered from the gear box; centralized chassis lubrication by pedal-operated pump; and steering column control of damper settings operated by solenoids.

With the exception of the damper control and the use of a Z-type anti-roll bar at the rear, the Bentley Continental suspension is conventional, by independent coil springs at the front, and semi-elliptic leaf springs at the rear.

Many specialist-built bodies are available for this excellent chassis, which provides a new conception of sporting motoring.

B.M.W. — Germany

A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex

Many will remember the elegant pre-war Type 328 B.M.W., which not only gathered for itself a remarkable string of competition successes in the hands of drivers of many countries, but also set a fashion in combining its sporting qualities with standards of comfort and refinement expected of a luxury touring car.

The exciting new 3.2-litre V-eight models, which first appeared at last year's Frankfurt Show, so far have not had a chance to show their paces in competition, but their mechanical specification suggests that they should become formidable contestants in their class. The Type 507, which is listed as an open two-seater, and for which a smart hardtop attachment is available as an optional extra, has a compression ration of 7.5 to 1 and develops 140 b.h.p.

It has a five-speed gear box and alloy brake drums with cast iron friction rings; and such items as a ZF limited-slip differential, centre-lock wheels. Underpan and aero screens can be supplied for those with competition in mind. There is also a choice of final drive ratios.

Bristol — Great Britain

The Bristol Aeroplane Co. Ltd., Car Division, Filton, Bristol

The attractive products of the Car Division of the Bristol Aeroplane Company are fine examples of automobile engineering. Wind tunnel research has played a part in the design of the bodies, which are aerodynamically efficient as well as pleasing to the eye.

Two models are offered, the 405 four-door saloon and the four-seater drop-head coupé. These cars, with their 9ft 6in wheelbase and 4ft 6in track, are by no means small for a 2-litre machine. However, the thoroughly developed six-cylinder, long-stroke engine with inclined overhead valves operated by push-rods from a single side-mounted camshaft, has good breathing qualities, and power output is 105 b.h.p. at 5,000 r.p.m. An overdrive reduces piston speed for fast cruising, at which this car excels.

The Bristol works team cars, competing at Le Mans and Rheims, have shown praiseworthy reliability and consistency. As might be expected from the price, equipment is lavish and finish exceptionally good. A number of sports and racing cars now employ 2-litre Bristol engines.

B.M.W. 507

Buckler — Great Britain

Buckler, 67, Caversham Road, Reading, Berkshire

Bucklers are professionally designed and made "specials," with the option that an amateur can put it all together.

The basic model, the D.D.2, will accept a variety of engines, gear boxes and rear axles, appropriate mountings being incorporated in the chassis. The front suspension is a split axle, based on popular components and giving i.f.s. The springing is by combined units of coil springs and hydraulic telescopic dampers. There is available a smart, resin-impregnated glass-fibre sports body with two seats. That is the basic car.

Variations are numerous. The wheelbase may be 7ft 6in or 7ft 10in. The rear suspension may be solid axle with parallel trailing arms and transverse Panhard rod, and damper-coil spring telescopic struts; torque tube axle (old Ford style) with transverse spring; or a full de Dion rear axle.

The most lively of the versions uses a 1½-litre racing engine whose 100 b.h.p. is opposed by a mere 8¾cwt. At the bottom end of the scale is the trials special, propelled by any 1,172 c.c. engine, with 11in of wheel movement. In between, there are the useful sports cars which anyone can assemble by "cannibalizing" an old small Ford. Special ratios for standard gear boxes, special springs, non-standard crown wheels and pinions and other equipment, come into this department.

Chevrolet — U.S.A.

B. and C. Concessions, Ltd., 13-14, Upper St. Martins Lane, London, W.C.2

The rapid growth of interest in motor sport, which has been a remarkable feature of American life since the war, has led one or two of that country's largest manufacturers to produce sports cars of their own design, in an effort to capture some of this market from ourselves, Italy, France and Germany.

The Chevrolet Corvette was the first serious attempt to meet the challenge It has a plastic body and, in its latest form, a V-eight engine of 4,342 c.c. producing 228 b.h.p. (S.A.E. rating) at 5,200 r.p.m. Chassis and suspension details are orthodox, wishbone and coil springs being used at the front and a conventional rigid axle, supported on half-elliptic leaf springs, at the rear.

The Corvette, which is an open two-seater with an optional hardtop attachment, has simple and attractive lines, and has recently been officially classified by the Fédération Internationale de l'Automobile as Gran Turismo for competition purposes. It is understood that there will be one or more Corvettes among the cars at Le Mans.

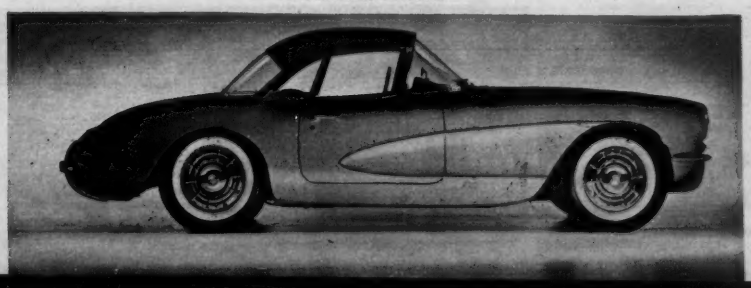
Cisitalia — Italy

Cisitalia, Turin, Italy

After fluctuating fortunes which have several times threatened to pluck the good name of Cisitalia from the diminishing ranks of Italian car manufacturers, the make has reappeared in the form of the Volo Radente. This is a new car, of which the first examples are not likely to be seen until next month. As with previous production Cisitalias, Fiat parts form the basis of the mechanical details, the engine being fundamentally an 1100 increased in bore and stroke to give a swept volume of 1,248 c.c. Claimed output is 75 b.h.p. at 5,500 r.p.m., which is achieved with a compression ratio of 8.7 to 1 and two horizontal Webers.

Chassis dimensions and suspension details are the same as those of the equivalent Fiat 1100, but a final drive ratio of 3.90 to 1, as compared with the standard 4.30, will be optional equipment. The new Cisitalia will be fitted with sporting coachwork of the most modern Italian design.

Chevrolet Corvette



The World's *SPORTS CARS*

Cooper-Climax 1500

Cooper — Great Britain

Cooper Car Co., Ltd., 243, Ewell Road, Surbiton, Surrey

Designed for sports car racing in the increasingly popular 1,100 c.c. and 1,500 c.c. categories, the rear-engined Cooper-Climax, introduced a year ago, proved an immediate success.

The tubular space frame conforms to the shape of the all-enveloping body and independent suspension at front and rear is by the usual Cooper arrangement of transverse leaf springs and tubular wishbones with telescopic dampers, steering being by rack and pinion.

Driving position is central and immediately in front of the engine, while the passenger's seat is on the nearside outboard of the main frame side members and covered by a detachable panel when not in use.

Transmission is via a Borg and Beck single-plate clutch to a Citroen four-speed gear box and final drive unit. Special close-ratio non-synchromesh gears are fitted.

The standard engine is the 1,098 c.c. Coventry-Climax although the bored-out 1,460 c.c. unit is being made available in limited numbers.

With a dry weight of only 8cwt and very low frontal area, it is not surprising that lap speeds on some circuits approach those of rival makes with more than twice the engine capacity. However, this could not be achieved without the remarkable road-holding ability which this Cooper undoubtedly possesses.

Daimler — Great Britain

The Daimler Co. Ltd., Coventry

The name of Daimler only recently has become associated with sporting cars; the Roadster model—redesigned for 1956—has a claimed maximum speed of 100 m.p.h. This latest model has been developed from the original Roadster and, by rearranging the accommodation, an occasional seat has been added, together with substantially larger luggage space. The washable tailored hood (with large zip-open rear window) and wind-up door windows provide great comfort in the closed state.

Built on the 2½-litre Century chassis, the convertible car offers a brisk performance and good handling qualities, going about its business quietly and smoothly. Though the Daimler is not a competition car, it bridges very successfully the gap between the out-and-out sports car, with its somewhat rugged characteristics, and the high-performance saloon.

Dellow — Great Britain

Dellow Motors, Ltd., Alvechurch, Birmingham

Ford components, relatively cheap to buy and easily replaced from stocks all over the world, are used for most of the mechanical components of the small Dellow sports car, which has been made in small quantities for a number of years. The Mark IIB uses the Popular engine with alternative compression ratios, and the Mark IIC the more powerful unit as fitted to the Anglia and Prefect. This, too, can be supplied with optional compression ratios. A six-volt battery is used on the Mark IIB, whereas the faster and more expensive car has a twelve-volt system.

For those with more serious competition in mind, there is the lightweight Mark V, which utilizes coil springs in place of the other cars' transverse leaves and has other detail differences. Dellows have had a number of significant successes in rallies and trials.

Elva — Great Britain

London Road Garage (Bexhill), Ltd., London Road, Bexhill-on-Sea, Sussex

Two years ago a Ford-based sports car, the C.S.M., appeared at Brands Hatch and provided its constructor-driver, Frank Nichols, with a thoroughly enjoyable, if not outstandingly successful, season's racing. Since then the C.S.M. has developed in the light of racing experience to become one of the country's crop of very potent small sports-racing cars—the Elva.

Power units for this year's models are the well-known 1,098 c.c. Coventry Climax, or alternatively, the 100E Ford with Elva o.h. inlet valve conversion and tuned to produce the impressive output of around 80 b.h.p. Performances of the Ford-engined car last season frequently astonished British racegoers by finishing among its Climax-engined rivals.

The chassis frame is built up of 18- and 20-gauge tubes, the coil spring and wishbone front suspension being basically Standard Eight. Together with the quantity-produced engine and other proprietary components, this has helped to keep down the initial cost of the car. The rear axle is the standard live axle used on the Ford Prefect and Anglia, and is located by a tubular radius arm on either side, and two reaction rods. Suspension is by combined coil spring and damper units. Ford brakes are used at the rear and Triumph at the front.

Originally conceived to provide a small sports car which could be purchased and raced comparatively cheaply and with reasonable chances of success, the car has succeeded well in its purpose. A special prototype, for production in 1957, is being developed this season. The modifications, including a de Dion rear end, can easily be included in the standard model.

Ferrari — Italy

Automobili Ferrari, Modena, Italy

Throughout the world the emblem of the prancing horse and the name of Ferrari have become associated with prodigious successes in competition during the post-war years, both in Grand Prix and sports categories. The cars offered to the general public bear a very close resemblance to their racing counterparts, and are inferior to them neither in design nor in finish and mechanical excellence. They are among the fastest cars on the market.

Of the wide variety of sports models which this company has produced during the past several seasons, four are currently listed: the 500 Mondial, 750 Monza, 250 Europa and 410 America. In each case the figure represents the capacity of one cylinder, without reference to the number of cylinders.

The 3-litre Europa and 5-litre Super America have V-twelve engines and conventional one-piece rear axles borne on half-elliptic leaf springs, and are both suitable for sports saloon coachwork. The Super America, with 320 b.h.p., is among the most powerful sports cars in the world. The four-cylinder Mondial and Monza both share the same type chassis, which has a de Dion rear axle assembly in combination with radius arms and a transverse leaf spring. With one of the final drive ratios which are available, the Monza is capable of reaching 164 m.p.h.

Fiat — Italy

Fiat (England), Ltd., Water Road, Wembley, Middlesex

At the Geneva Show of 1952, the Fiat 8V was first introduced and has since been continued with considerable success. It has a streamlined body of low air resistance, and, as the name suggests, power is from an eight-cylinder engine, of just under two litres. Two Weber double choke downdraught carburettors are situated centrally in the V. The power unit is considerably over-square, and has overhead pushrod operated valves. Compression ratio is 8½ to 1, and the engine develops 115 b.h.p. at 6,000 r.p.m.

The body styling is typically Italian, and the car weighs 21 cwt unladen, providing a power-to-weight ratio of 94.6 b.h.p. per ton. The layout of the two seats is unconventional, but functional in that the passenger sits slightly aft of the driver. This improves visibility for the driver when a passenger is carried, and effectively makes the best possible use of the available space provided in a car with a low frontal area.

The Fiat is capable of extremely high performance, and will reach 70 m.p.h. in only 15½sec from a standing start; maximum speed of the 8V is in the vicinity of 120 m.p.h.

Ford — U.S.A.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex

In America the renewed taste for sports cars is still a comparatively recent develop-

Bentley Continental by Park Ward

Bristol 405

IGNORE CAR TESTS AND YOU RISK JAIL

Headline news for people in a hurry

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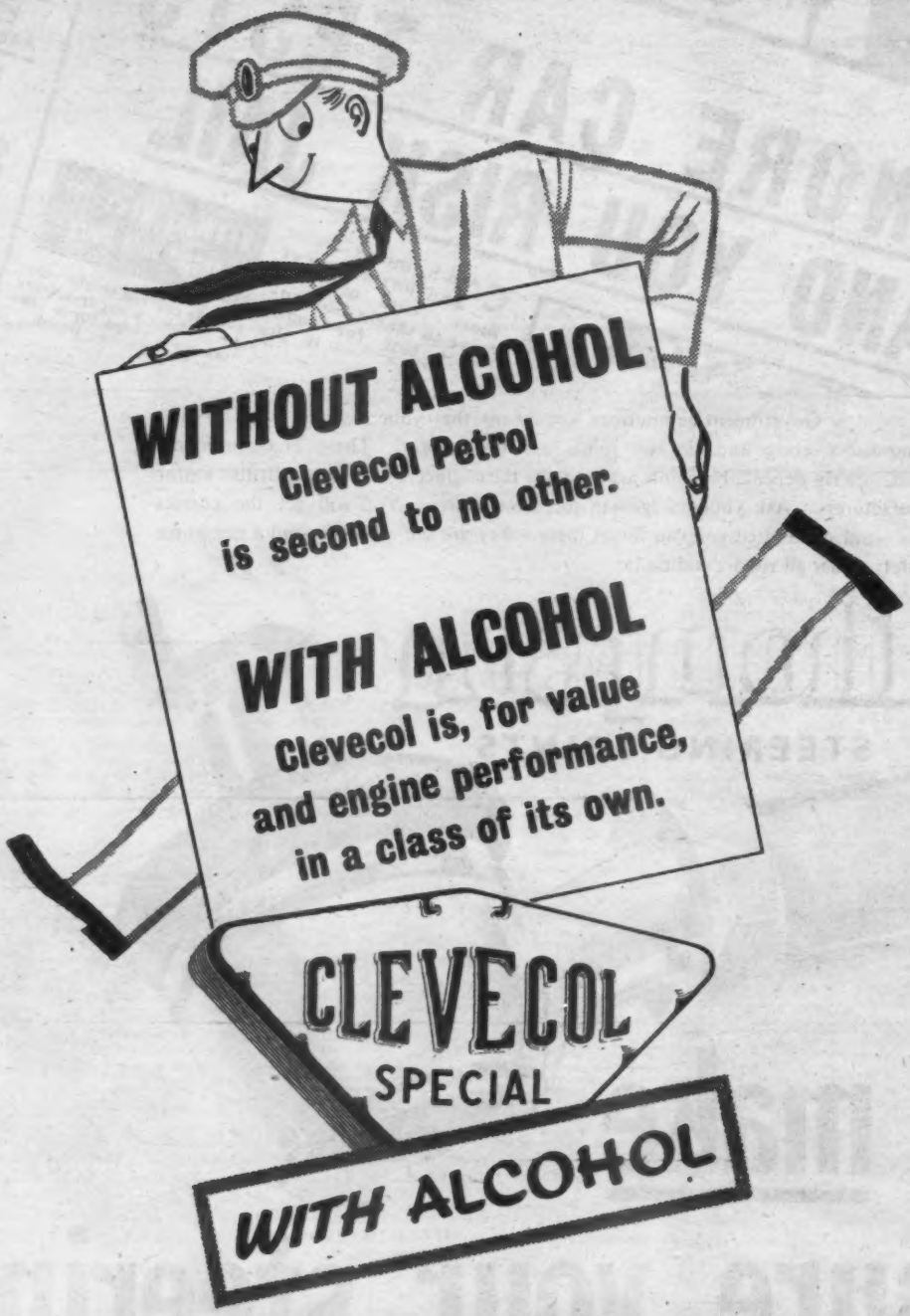


CLEVELAND

The *Specialists* in Motor Fuels

The World's SPORTS CARS

ment, and the range of cars with sporting characteristics is still comparatively limited. Among the most recent additions is the Ford Thunderbird.

As expected, this car turned out to be an extremely rapid performer. It will reach 100 m.p.h. in less than 32 seconds, and has a maximum speed of 113 m.p.h.; the acceleration from 0 to 30 m.p.h. in 3½sec, and to 50 in 7½sec, is creditable indeed. This is particularly so when it is recalled that the car weighs 31 cwt unladen.

The engine has a capacity of 5,113 c.c., and is fed through a four-choke carburettor. Pushrod operated overhead valves are fitted, and the compression ratio is well up in the American "race" for high compressions at 9 to 1. This engine, of oversquare design, develops 225 b.h.p. at 4,600 r.p.m.

In other respects, there is less of the sports car about the Thunderbird. There is a single wide bench seat, accommodating three comfortably, and four probably. The hardtop is detachable, and a hood is provided at extra cost for use when the hardtop is seasonably out of use.

Also provided as an extra is the Fordomatic transmission, and in this form the car has a short range selector lever conveniently placed to the driver's right hand. Brakes are hydraulically operated with leading and trailing shoes front and rear, and in spite of a high lining area their efficiency may be questioned on a car of this weight. The steering requires four turns from lock to lock; the suspension is soft for such a high-performance sports car, yet roll is limited, and at high speeds the suspension causes no misgivings.

This car offers an agreeable compromise between comfort and very high performance.

Frazer-Nash le Mans fixed head coupé

Frazer-Nash — Great Britain

A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex

There are one or two great names in the world of competition cars—manufacturers who, through the years, have concentrated with complete singleness of purpose on the production and perfection of true sports cars, to the exclusion of all other types. Frazer-Nash is one such: the handling and performance of the products of this firm reflect the many years' experience that has been built into them.

The various models available are all based on a simple, tubular ladder-type frame, a transverse leaf spring and wishbones being used for the independent front suspension and torsion bars at the rear. There is no production line for these cars; they are hand-built in the truest sense and, therefore, specifications vary almost from car to car, depending upon the wishes of the owner. A de Dion layout can be incorporated at the rear at extra cost.

All models use the very successful and well-tried 2-litre Bristol engine; power outputs, again, depend upon the owner's wishes and the use to which he intends to put the car. In the least sporting of the range, the Fast Roadster—which, by any standards, is a very fast car indeed—the power output is 105 b.h.p. The maximum available output is around 140 b.h.p.

Coachwork can be had in open or fixed head form, the panelling and upholstery being of the highest quality.

Cadillac Eldorado

Gregoire — France

J. A. Gregoire, Societe des Automobiles Tracta S.A., Asnieres, France

The Gregoire 2,188 c.c. sports car embodies many of the advanced ideas of its famous designer. It is based on a die-cast, light-alloy chassis and scuttle unit of great rigidity. A flat-four engine, with opposed pairs of cylinders, drives the front wheels, and is mounted ahead of the wheel hub line. Weight distribution puts nearly two-thirds on the front wheels. The suspension is by variable-rate coil springs, and the undriven rear wheels are independently sprung.

The chassis provides a splendid platform for the coachbuilder, and some beautiful bodies have been fitted.

The engine is supercharged and gives 130 b.h.p., while the complete cars weigh approximately a ton. This gives a claimed maximum of 120 m.p.h., and a five-speed gear box—four speeds and overdrive—help with the lively acceleration.

Three front passengers can be carried, for the car is a wide one, with a front track of 4ft 9in. (The rear track is 4ft 4in). The wheelbase is 7ft 10in. Because the engine is short and forward of the front hubs, the driver sits well forward. The front overhang gives the complete car a length of 14ft 9in overall.

H.R.G. — Great Britain

H.R.G. Engineering Co. Ltd., Oakcroft Road, Kingston By-pass, Tolworth, Surrey

In the H.R.G. the motorist has one of the fastest sports cars in normal production at under 1½ litres. The car has a two-seater open body of modern design, weighing under 15 cwt, and mounted on a tubular chassis.

The power unit is developed from the 1½-litre four-cylinder Singer engine. Modifications include the fitting of a forged steel crankshaft, twin overhead camshafts, and two twin-choke Solex horizontal carburettors. This engine develops 108 b.h.p. at 5,750 r.p.m., so that the favourable power-to-weight ratio of 154 b.h.p. per ton is achieved.

Braking is effected by disc units at front and rear, manufactured by H.R.G. under Palmer licence. They are Lockheed hydraulically operated, and positioned with excellent accessibility, so that relining can be carried out in a matter of minutes, and without bleeding the hydraulic system. The parking brake is of drum type, incorporated in the transmission, and mounted directly on the chassis, since no spring movement is required. The differential is also static, and transmits the drive through open half-shafts to the independently sprung rear wheels.

The suspension is as unusual as the rest of the car. At front and back, wide transverse leaf springs are used, the front one passing under the chassis. A wishbone forms the top link at the front, and a subsidiary bottom link is intended to maintain the steering geometry in the unlikely event of spring fracture. Secondary coil springs surround the Woodhead-Munro telescopic dampers at front and rear.

In its first event this year the H.R.G. took first place in the 1½-litre class for production sports cars.

H.W.M. — Great Britain

H.W. Motors, Ltd., Bridge Motor Works, New Zealand Avenue, Walton-on-Thames, Surrey

Early in 1949 the prototype H.W.M. appeared at the Goodwood Easter meeting as a very business-like, neat and compact two-seater sports car. The same cars, stripped and still using 2-litre Alta engines, were to become Britain's most serious Grand Prix contender for a great many years, the names Moss and Macklin becoming for ever associated with the racing successes of the marque. The creators of the new cars were John Heath and George Abecassis, who named them after their garage at Walton-on-Thames, Hersham and Walton Motors.

During the 1950 season the cars competed in over 20 races, many of them on the Continent, and several times were placed in major events. At Bari, for example, Moss finished third to Farina's and Fangio's Alfa Romeos; the team's first European victory, however, was scored by the late John Claes in the *Grand Prix des Frontieres* at Chimay. The following year the small firm fielded three single-seater Grand Prix cars. It was in one of these cars, at Milan, that the unforgettable duel between Moss and Villoresi's Ferrari took place.

Gregoire Sport

Ferrari 410 Superamerica

Daimler 2½-litre Century coupé

The World's SPORTS CARS

By 1954 the firm had decided that there was no future in trying to compete in the Grand Prix field against cars whose manufacturers had much greater financial backing. They took to building limited numbers of extremely potent sports cars, the first of which made its initial appearance at the *Daily Express* Silverstone in 1954. The new car finished second to Gonzalez' 4.9 Ferrari.

The 1956 cars are basically similar to their predecessors, having a tubular frame, de Dion rear end, helical springs all round and rack and pinion steering. With the D-type Jaguar engine, the performance is impressive, Abecassis' car so far this season being up among the D-type Jaguars in the lead. At the works there is a chassis ready to accommodate the V-eight Climax engine when it is available, to form a new Grand Prix car. The firm also proposes entering the formula 2 field when and if the new formula comes into being.

Jaguar D-type

Jaguar — Great Britain

Jaguar Cars, Ltd., Coventry

The least knowledgeable of prospective sports car purchasers has heard of Jaguar and its impressive racing successes, which include three wins at Le Mans in five years.

The XK140—a 130 m.p.h. car—is powered by a 3.4-litre, six-cylinder, twin overhead camshaft engine which differs little from that in the D-type competition car. Tractable and refined for normal motoring, the XK140 offers exceptional performance and value for money. Ball joint front suspension with torsion bars is used and steering is by rack and pinion. Overdrive is available which permits a sustained 100 m.p.h., cruising at only modest r.p.m. The special equipment model produces 210 b.h.p. at 5,750 r.p.m., compared with 190 b.h.p. at 5,500 r.p.m. for the standard car.

Jaguars are justly famous for the elegance of their bodywork and the XK140s in their various forms—open two-seater, fixed head coupé and drop head coupé—are no exceptions. The fixed head model has two very occasional seats, but the space would more often be used for extra luggage accommodation.

Without doubt the fastest current production sports car, the D-type employs a unique chassis construction consisting of a light alloy stressed skin central section in conjunction with a very abbreviated frame of square nickel steel tube. A live axle is suspended on trailing links with torsion bars, which are also used at the front in conjunction with a lighter version of the double wishbone suspension. Brakes are Dunlop servo-assisted discs. Power output is 250 b.h.p. at 6,000 r.p.m. and approximate weight 1,970lb dry; this machine is sold only to those who genuinely wish to and are capable of racing it. Over 150 have been built to date. Successes in 1955 include wins at Le Mans and Sebring.

Dellow

Although more in the Grand Touring class than a sports car, the 2.4-litre saloon offers excellent handling qualities and high performance with luxurious five-seater bodywork at a surprisingly low price. The same remarks apply to the 3.4 Mk. VII saloon (in which the specially tuned engine may be fitted).

Jensen — Great Britain

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffordshire

Very few full four-seater saloons amongst the world's motor cars can rival the Jensen for its combination of very high performance and fine handling qualities with moderate initial cost. It is the only British saloon with a reinforced plastic body, and has ample luggage space for long-distance touring. With a six-cylinder, 4-litre, pushrod o.h.v. engine of conventional design, the 541 is capable of a maximum speed exceeding 110 m.p.h. and will reach 70 m.p.h. from a standing start in 16½sec. The four-speed synchromesh gear box has a floor mounted lever, and a Laycock de Normanville overdrive is an optional extra. This is combined with lower axle gearing, the overall top gear ratio for the standard car being 2.93, and for the overdrive, 2.75—ideal for those long, fast stretches on the Continent.

An additional advantage of this exceptionally high gearing is that the fuel consumption remains reasonable at very high sustained cruising speeds.

Servo assistance for the brakes and relatively high-geared steering add to the pleasure of driving the Jensen, and a practical detail which has created wide interest is the hinged flap in the radiator orifice, which makes for accurate control of engine cooling and adds character to the styling.

Upon the substantial box section and tubular chassis are mounted wishbones and helical springs for the independent front suspension, and the rear axle is carried by semi-elliptic leaf springs.

Lancia — Italy

Lancia (England), Ltd., 372, Ealing Road, Alperton, Middlesex

Good traditions sometimes die hard, and it seems as if the independent, pillar-type front suspension and V-type engine, which have been features of Lancia cars since the early 'twenties, have that Peter Pan quality. Engineering development of those features has, however, kept abreast of the times, and the current Aurelia 2½-litre Gran Turismo saloon and the Spyder open sports model are advanced designs of great merit. The V-six engine has hemispherical combustion chambers, and develops 118 b.h.p. at 5,000 r.p.m.

The transmission assembly is built as a unit, mounted at the rear of the car, and includes clutch, gear box, final drive and inboard brakes. Drive is transmitted to the wheels via swinging half-axles in conjunction with a de Dion tube and Panhard rod, the rear springs being conventional half-elliptics. Louis Chiron's victory in the 1954 Monte Carlo Rally, at the wheel of a Gran Turismo, will be remembered. The most important Lancia successes in recent years, however, have been achieved in works-entered machines bearing little direct resemblance to these production cars.

Lister — Great Britain

Lister Engineering Ltd., Abbey Road, Cambridge

A limited production, high-performance sports-racing car, powered by a 2-litre Bristol engine, the Lister has an impressive list of competition successes to its credit; not the least of these was Archie Scott-Brown's win in the British Empire Trophy race last year. The name Scott-Brown has always been associated with Brian Lister's products. Two years ago he scored several successes with the car built on chassis frame number 1, powered by a 1,467 c.c. M.G. engine.

This year the same chassis frame forms the basis of the latest Lister, again to be raced by Scott-Brown. The power unit is a 2-litre A6GCS Maserati, tuned and prepared by Don Moore, of Cambridge. The Maserati engine is lower overall than the Bristol and it has thus been possible further to reduce the frontal area of the car; the present area is somewhat less than that of the majority of last year's 1,100 c.c. sports-racing cars. The car's dry weight is only 10½ cwt, which, with an output of 173 b.h.p., gives an excellent power-weight ratio.

Front suspension is by equal-length wishbones, and Armstrong units combining coil springs and dampers. The rear end, which utilizes a de Dion layout, has been lightened by using the Salisbury differential case to support the coil spring-damper units. Braking all round is by 10in Girling discs, those at the rear being inboard mounted; steering is by rack-and-pinion.

The two "nostrils" in the beautifully shaped body lead cooling air from the scuttle to the rear brakes and differential, and to the carburettor intakes. The air is ducted from the intakes by 4in flexible pipes. The front air intake is divided into three parts: the central aperture supplies air to the water and oil radiators, and those at the sides to the front brakes.

In addition to this car, several others—both new and rebuilt—will be racing this season with the new coachwork and powered by either Bristol or Alta engines.

Lotus — Great Britain

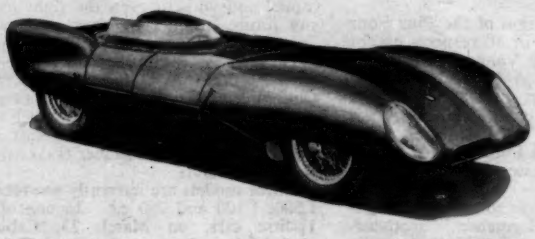
Lotus Engineering Co., 7, Tottenham Lane, Hornsey, London, N.8

The outcome of the unbounded enthusiasm and industry—and an uncanny knack of getting things right first time—of their creator, Colin Chapman, Lotus sports-racing cars have become keen competitors in the 1,100 c.c. class. The early Mark 3 cars, during their active racing period, were never once beaten. Their successes touched off a demand for more power and, instead of the simple Ford Ten engine, a tuned version of the Consul was employed, the new car being the Mark VI. An alternative power unit was the bored out 1,467 c.c. M.G.; using one of these units, P. Gammon's record for 1954 is worth recalling. Out of a total of 29 races entered, he won 17 and scored seven second places and five thirds.

Last year's aerodynamic Coventry Climax-engined cars established, without any doubt, the make's present enviable reputation in the sports car field. The multi-tube frame, with de Dion layout at the rear and the familiar Lotus divided front axle, is very light. Disc brakes, inboard mounted at the rear, were used on the works cars and only those who have driven one of those models can appreciate their stopping power. The small degree of negative camber (3 deg) on the rear wheels has contributed greatly to the cars' remarkable cornering powers.

The axle ratio used at Le Mans last year gave the following speeds in the four gears without exceeding 7,000 r.p.m.: 49, 77, 104 and 130 m.p.h. During the 24-hour race Chapman led the 1,100 c.c. class until the car was disqualified for an infringement of the regulations; class lap records were set up last season at Goodwood, Snetterton, Le Mans, Dundrod, Oulton Park and Brands Hatch.

In addition to this year's sports-racing Lotus Eleven, there is the cheaper Eleven Club model. In this form a B.M.C. live axle is used instead of the de Dion rear end of the track car; a Ford 100E engine is available in the Club model, as an alternative to the Coventry Climax.



Lotus Eleven Club model

Maserati — Italy

Officine Alfieri Maserati S.p.A., 322, via Ciro Menotti, Modena, Italy

The sports-racing models from this famous Italian manufacturer bear a strong resemblance in mechanical specification to their successful Grand Prix cars.

The 300S—winner of the Buenos Aires 1,000-kilometre race this year—is powered by a 2,991 c.c. six-cylinder twin overhead camshaft engine fed by three twin-choke Weber carburettors. It develops 260 b.h.p. at 6,200 r.p.m.

The de Dion rear axle is located by parallel radius rods and a central slider block. Suspension is by transverse leaf at the rear and coil springs at the front, where unequal length wishbones are employed. Superlative brakes have come to be expected from this manufacturer; they have two leading shoes both at front and rear with large turbo-finned light alloy drums.

The more recently introduced 150S is similar in layout to the 300S and has a four-cylinder over-square engine which develops 140 b.h.p. at 7,500 r.p.m. Twin plugs per cylinder are used, as on the 300S. Dry weight is 12cwt and this car is a very strong contender for the hotly contested 1½-litre sports car racing honours this year.

Mercedes-Benz — Germany

Mercedes-Benz (G.B.) Ltd., Mercedes-Benz House, 58, Camberwell New Road, London, S.E.5

It was in 1952 that the oldest manufacturer in the industry returned to international sports car racing with prototypes that later became the production 300SL. In that year they won at Le Mans and in the Carrera Panamericana.

The 300SL super sports coupé is no car for the inexperienced motorist, so great is the performance available and so necessary is it that the handling behaviour be learnt before liberties can be taken. The basis is a light, tubular space frame so designed that no members are subjected to bending loads. Front suspension is by wishbones and coil springs, and the brakes have light alloy, turbo-finned drums. Rear suspension is by patented Mercedes swinging half axles, having a low pivot point to drop the roll centre.

A power output of 240 b.h.p. at 5,800 r.p.m. is obtained from the 3-litre, six-cylinder, single overhead camshaft engine, which employs Bosch direct fuel injection—the first example on a production sports car. The well-proportioned, low two-seater coupé body has a robustness which is remarkable with a dry weight for the complete car of approximately 23 cwt. The steering wheel can be tilted away from the seat (after releasing a catch) to facilitate entry and exit—a practice reminiscent of the pre-war Grand Prix cars in which the wheel was detachable.

Altogether it is a car of the calibre one would expect from a manufacturer who has this year won the World's Sports Car Championship (with the 300SLRs), has provided a Grand Prix car for Fangio to notch up his third World Championship, and, for Walter Engel, a touring car in which to win the European Touring Championship.

M.G. — Great Britain

M.G. Car Co. Ltd., Abingdon-on-Thames, Berkshire

Last year's Le Mans race saw the introduction in racing trim of a new sports car from M.G. Shortly after the event, and in time for the Motor Show, the production model of the car was revealed, and it has since enjoyed immense popularity among sporting motorists. Although the new M.G. two-seater is a completely fresh design, the high standards of road holding and steering which have characterized its predecessors are retained and improved. The car is powered by the Series B B.M.C. 1½-litre engine with pushrod-operated overhead valves and twin S.U. semi-downdraught carburettors. In its M.G. A form, the engine is a high-revving unit, and develops its maximum output of 68 b.h.p. at 5,500 r.p.m.

The swept and flowing lines of the body are a complete departure from previous design in a long succession of two-seater sports cars. The reduced air resistance of the M.G. A's streamlined body enables it to reach a maximum speed approaching 100 m.p.h., and the performance is extremely good and in the M.G. tradition.

The need for comfort, even in a sports car, has been well appreciated by the manufacturers, and in addition to comfortable seats, provision is made for fitting heater and radio. Suspension is by the conventional system of independent coil springs and wishbones at the front, and semi-elliptic leaf springs and rigid axle at the rear. Direct rack and pinion steering is fitted.

Already the M.G. A appears in large numbers in rallies and competitions; the car is ideally suited for the sporting motorist.

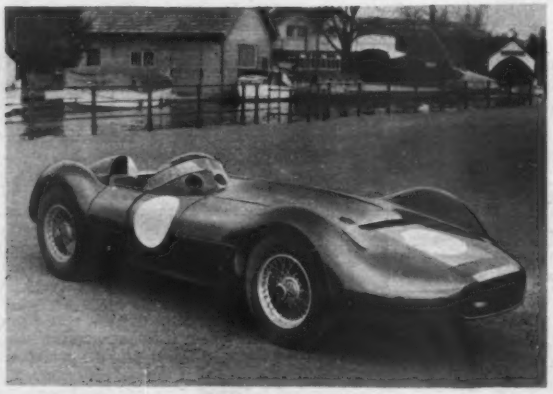
Moretti — Italy

Fabbrica Automobili Moretti, 38, via Mantova, Turin, Italy

A make little known in Britain, the Moretti is a small but potent Italian sports car. Two sizes of engine are

Lancia Aurelia G.T.2500

Jensen 541



Lister
(Maserati engine)

M.G. A

Maserati 150S

The World's *SPORTS CARS*

available for the models—750 c.c. and 1,200 c.c.—and both are twin overhead camshaft units; the Special Sport 750 c.c. engine produces 65 b.h.p. at 7,500 r.p.m. Suspension is by coil springs and wishbones at the front and semi-elliptic leaf springs at the rear.

The Berlinetta body on the 750 c.c. chassis is a wind-cheating and very compact two-seater coupé for which a maximum speed of 100 m.p.h. is claimed. The 1,200 c.c. car is offered with open two-seater bodywork for competition work and a Berlina Grand Sport two-seater coupé.

Morgan — Great Britain

Morgan Motor Co. Ltd., Pickersleigh Road, Malvern Link, Worcestershire

With the high performance of the modified Vanguard engine under the bonnet, and a laden weight only just in excess of a ton, it is not surprising that the Morgan Plus Four is an extremely lively two-seater. For it will reach 70 m.p.h. in 17½ seconds, and under favourable conditions the car is capable of achieving the magic 100 m.p.h. The power-to-weight ratio results in good fuel consumption figures, and under average driving it should comfortably return 30 m.p.g.

An unusual feature of the car is the retention of classic sporting lines; the body owes little to modern styling trends, and yet the appearance is pleasing. Gear-change, steering and instrumentation are all good, and the roadholding of the Plus Four is exceptionally creditable. The suspension is independent at the front by coil springs and sliding stub axles. At the rear, conventional leaf springs are used.

A less potent version of the Plus Four is available, similar in all respects except that the unmodified Vanguard engine is fitted. This develops 68 b.h.p. at 4,300 r.p.m.; the capacity of 2,088 c.c. makes it less attractive for competition use, since it falls into the over-two-litres class. Versions of the Plus Four are also offered with either four-seater tourer or drop-head coupé bodies.

Not every sports car must have a high-revving, high-performance overhead-valve engine; the smaller brother of the Plus Four, which was newly introduced at the 1955 Motor Show, is fitted with the 1,172 c.c. Ford engine. This is the power unit fitted to the Anglia and Prefect, and develops 36 b.h.p. at 4,400 r.p.m. It is a side-valve engine of comparatively long-stroke design, and has a single downdraught carburettor.

The appearance of the car is basically similar to the Plus Four, and the main dimensions are identical. But weight has been reduced by as much as 7 cwt—mainly by virtue of fitting the lighter engine. The performance, therefore, can be expected to remain in the higher class, and a maximum speed in the region of 75 m.p.h. is claimed for the car. The Morgan 4/4 Series II is available only in two-seater tourer form.

The car's low total U.K. price of £676 17s is practically unrivalled in the field of sports cars.

Nardi — Italy

Nardi & Co., via Porlo Breccine 86, Turin, Italy

Nardi base their 747 c.c. sports two-seater on a chassis having twin steel tube members at each side, diagonally braced by smaller tubes. The scuttle structure is a single hoop of square tube, drilled for lightness. This gives a chassis weight of 710 lb. There are two bodies, an open two-seater with a low sloped screen and a coupé version. The front suspension is by a wishbone at each side, and a transverse leaf spring. At the rear, there is a normal axle with quarter-elliptic springs. Rudge wire wheels are used.

An o.h.v. engine, with bore greater than stroke, gives 42.6 b.h.p. at 5,500 r.p.m. The competition version (100 m.p.h.) is considerably faster than the Sport (87 m.p.h.).

Osca — Italy

Automobili O.S.C.A. Via Emilia Levante 144, Bologna, Italy

When their Modena factory was taken over by the Orsi interests, the Maserati brothers returned to Bologna with little capital and without even the right to call any future product by their own name. Before long, however, they were at work in a small workshop, producing a new car—the O.S.C.A. (*Officine Specializzate Construzione Automobili*). The first car was driven in the formula 2 race at Naples in 1948, and won the event against such strong opposition as Sommer (Ferrari) and Ascari (Maserati).

Three models are currently produced—1,500, 1,100 and 750 c.c. In one of the 1½-litre cars, on March 25, Cabianca scored fastest time on the Torricelle hill-climb, beating all the cars entered up to 3,000 c.c. The chain-driven, twin-o.h.c., four-cylinder engine of the two-seater sports car has a bore and stroke of 78mm and develops 125 b.h.p. at 6,300 r.p.m. With two twin-choke Weber carburettors and a compression ratio of 9.5 to 1, a maximum speed of slightly under 140 m.p.h. is claimed for the car.

The 1,100 c.c. engine has four cylinders, a bore and stroke of 70 by 71mm and develops 92 b.h.p. at 6,600 r.p.m., with a compression ratio of 9 to 1. Maximum speed claimed for this car, in sports two-seater form, is handsomely over 100 m.p.h. Finally, the smallest of the trio, the 750. The little four-cylinder engine, with a bore and stroke of 62mm, twin o.h.c. and a compression ratio of 9 to 1, has the impressive power output of 70 b.h.p. at 7,500 r.p.m. and a top speed of around 110 m.p.h.

Since their early successes in 1948, the Maserati brothers' products have featured regularly in sports car events, often gaining successes. Though the cars have never been produced in great numbers, those few that have been built have brought considerable credit to their creators.

Panhard — France

Torrant & Frazer, Ltd., 10, Winchester Mews, London, N.W.3

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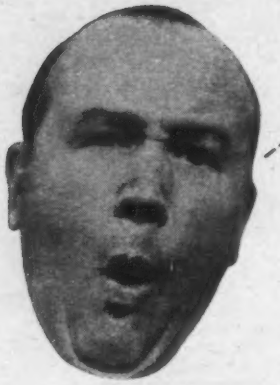

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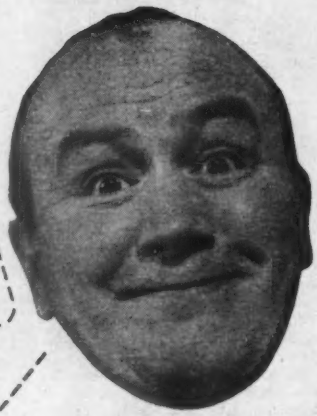

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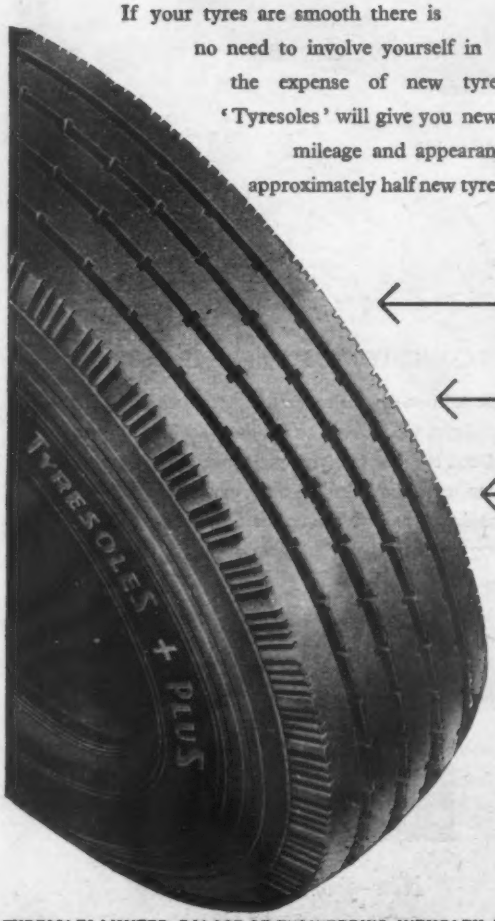

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and Panhard-based D.B.s, and the marque has also had some astonishing successes in the Alpine Rally and other tests of stamina allied to high performance. In standard form the 850 c.c. air-cooled flat-twin motor delivers 42 b.h.p., and powers both the Dyna 56 saloon and the open 2-3-seater Dyna Junior cabriolet.

The Junior is built on sporting lines, and weighs little more than 12 cwt. It has a tubular chassis frame front-wheel drive and independent front suspension by two transverse laminated leaf springs, whereas the rigid rear axle is sprung on torsion bars. With a wheelbase of only 6ft 11¾in, it is one of the most compact cars on the market. A maximum speed of over 80 m.p.h. is claimed, together with a fuel consumption in the region of 40 m.p.g.; this latter figure no doubt benefits from the incorporation of an indirect, overdrive fourth gear.

Pegaso — Spain

Empresa Nacional de Autocamiones, S.A., Lagasca 88, Madrid, Spain

It seems at first sight a strange contradiction of economics that the only car manufactured in none-too-prosperous Spain should be a prodigiously expensive mechanical *chef d'œuvre* beyond the means of almost any of her people, and yet it is so. The explanation is that production of more mundane cars for sale to the Spaniards cannot be accomplished economically in the face of European competition; thus the only practical attack on the market must lie in the class for cars so perfect that they are almost beyond price, and thereby become prestige-winning treasures for an exclusive clientele.

The range now includes models of 2.8, 3.2, 4 and 4.5 litres capacity. Of these the first two have V-eight engines with two overhead camshafts for each bank, whereas the larger ones, also V-eights, have the same basic layout as is generally current in America; that is, they use only one camshaft placed in the V of the cylinder block to operate all valves via short pushrods. All models have rear-mounted five-speed gear boxes, in which the fifth speed is an overdrive, and de Dion-type rear axle assemblies.

The 3.2-litre model is obtainable with a Roots blower, and with 275 b.h.p. beneath the bonnet can reach a speed of 160 m.p.h. Chassis details are common to all models, torsion bars being used all round as the springing medium. Conventional wishbone-type suspension is employed at the front, and Lockheed hydraulic brakes are in the specification.

Porsche — Germany

A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex

Based on the general conception of the Volkswagen, and developed from that car by its original designer, Dr. Ferdinand Porsche, the rear-engined Porsche has gone from strength to strength. Its list of competition successes grows steadily week by week, and the new 1,500 c.c. twin overhead camshaft models, the Carrera saloon and the Spyder open two-seater, are sure to continue the good work during the present season.

The Spyder differs from all other models in having its engine ahead of the final drive unit, and runs on 16in instead of 15in wheels. It also has a shorter wheelbase and, with an unladen weight of only 13½ cwt, has a quite remarkable performance. Power output for the Spyder, which has a compression ratio of 9.5 to 1, is 110 b.h.p., and the claimed maximum speed is 140 m.p.h. The Carrera in standard form has an 8.7 to 1 compression ratio (100 b.h.p.) and a maximum of 125 m.p.h.

Recent Porsche victories were Stirling Moss' in the New Zealand Ardmore Handicap, and first and second places in the Lyon-Charbonnières Rally.

Alpine Renault — France

Renault, Ltd., Western Avenue, London, W.3

Newcomer to the ranks of French *Gran Turismo*-type cars is the little Alpine *Mille Miles*, which is basically at 4 c.v. Renault with a special aerodynamic two-door hardtop coupé body fabricated in lightweight plastic material. It can be fitted either with the standard or tuned version of the 747 c.c. engine, the power outputs being 21 b.h.p. at 4,100 r.p.m. and 34 b.h.p. at 5,000 r.p.m. To special order the unit can be obtained in even more powerful guise, in this case producing 42 b.h.p. at 6,000 r.p.m.

A five-speed gear box is fitted, and there are four sets of ratios from which to choose. Suspension details of the 4 c.v. are common to the Alpine, but it utilizes a tubular chassis structure in place of the 4 c.v.'s unit construction.

R.G.S.-Atalanta — Great Britain

R.G.S. Automobile Components, Ltd., Brookside Garage Winkfield, Windsor, Berks

Developed from the pre-war Atalanta—the first all-independently sprung British car—the chassis of the R.G.S.-Atalanta was produced in 1952 and sold as components—one of the first makes available in this form. The current chassis incorporates a modified all-independent suspension system of twin trailing arms and laminated torsion bars. The chassis frame—a single large tube or multi-tubular construction is available—is designed to take the front and rear suspension units, and inboard rear brakes are used. Originally powered by a highly tuned Lea-Francis engine, the chassis has now been modified to take the larger Jaguar power unit.

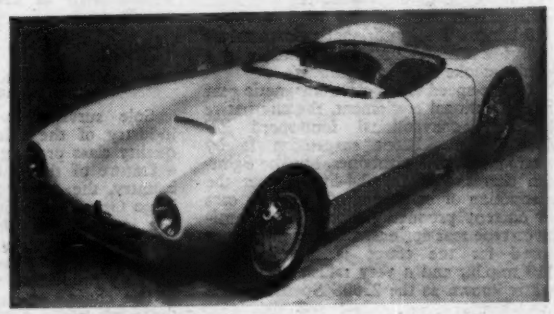
The design has proved both durable and successful in many seasons' racing. The considerable traction given by the independent rear suspension showed itself to great effect in the 1955 British Empire Trophy race at Oulton Park. Driven by Dick Shattock, the Jaguar-powered car finished in fifth place, and first in the large car class, leading home such strong opposition as Duncan Hamilton in the D-type Jaguar, OKV 1, and Peter Collins in a works DB3S Aston Martin—all this on a true road circuit and in the wet.

R.G.S. Automobile Components, Ltd., also market the increasingly popular and lighter J.A.G. chassis for Ford Ten and 1,100 c.c. exponents.

Saab — Sweden

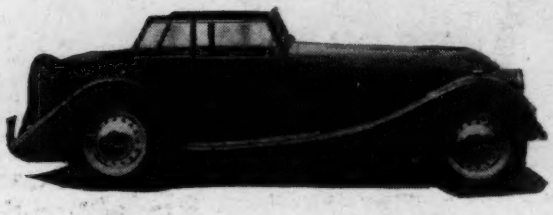
Svenska Aeroplan Aktiebolaget, Linköping, Sweden

Outstanding among the exhibits at the recent Stockholm Motor Show was the new Saab sports model, to be known as the Sonett. It is based on the now well-established Saab-93 in respect of mechanical details, but the engine output has been raised by increasing its compression ratio from 7.3 to 1 to no less than 10 to 1, the b.h.p. figure now being 57.7 as



Saab Sonett 93

Porsche 1600



Morgan Plus Four

The World's *SPORTS CARS*

opposed to the Type 93's 38. This seems quite an achievement for a three-cylinder two-stroke of only 748 c.c., and the estimated maximum speed of 125 m.p.h. in closed form may well, in fact, be realized.

The glass-fibre bodywork of this new car is interesting, in that the radiator is treated as a separate unit, and divorced from the styling of the car as a whole—a surprising reversion to accepted practice at the beginning of the century. Although the Saab concern state that the Sonett is an experimental machine, and that there are as yet no plans to put it into quantity production, it would be a disappointment to sporting enthusiasts the world over if this promising little car were not to appear in competition.

Salmson — France

Societe des Moteurs Salmson, Rue du Point-du-Jour, Billancourt (Seine) France

To those whose memories reach back to the '20s and early '30s the name of Salmson is held in high regard, for these little French cars were a familiar sight at sporting events all over the country. For a time in the immediate pre-war years they were assembled here and fitted with rather ponderous English coachwork, and, before the war put a stop to such activities, quite a few were imported complete in standard French form. These models, with twin overhead camshaft engines of robust construction and with a reputation for longevity, were marketed in three sizes—12, 14 and 20 h.p.

The reappearance of the *marque* during the last few years, albeit in very limited quantities, is thus a pleasing and significant event. The new four-seater hardtop coupé is a thoroughly modern concept in both mechanical design and outward aspect. It has a relatively long-stroke engine of 2,328 c.c., and with a modest compression ratio of 7.5 to 1 develops 110 b.h.p. The traditional twin-camshaft layout is retained, and carburation is by a double-choke Solex instrument.

A four-speed Cotal electromagnetic gear box is optional equipment, the alternative being a conventional four-speed ZF manual box. Front suspension is by torsion bars and wishbones, but the Salmson shares with the 2.4-litre Jaguar the distinction of being one of only two cars in current production fitted with cantilever-type rear springs. Claimed maximum speed for the coupé is in excess of 110 m.p.h., and a very rakish open two-seater known as the 2300S Spyder is also available.

Siata — Italy

Siata, 21-25, Via Leonardo da Vinci, Torino, Italy

Siata stands for Societa Italiana Auto-Transformazioni Accessori, and the least accomplished linguist could easily detect the meaning of that. Readily adaptable Fiat parts form the mechanical basis for these transformations, the Siata 1250 engine being fundamentally a Fiat 1100 with increased bore and stroke. It is made to develop 66 b.h.p. at 5,500 r.p.m.

An interesting point is that the two-door hardtop coupé version of the Siata has integral construction of its body and chassis, suspension details by Fiat being attached thereto. A maximum speed of over 90 m.p.h. is claimed.

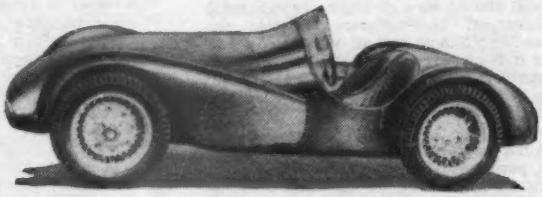
WD 1500 Sport International

Stanguellini — Italy

Officine Stanguellini, via Schedoni 21, Modena, Italy

Stanguellini's cars have a string of racing successes behind them. The Bialbero sport version is powered by a four-cylinder engine of 741 c.c., with twin overhead camshafts and twin Weber carburettors. The cylinder block is light alloy. This engine revs up to 7,500 and gives 70 b.h.p. on top-grade pump fuel (90 octane), and the maximum speed of the sports model with two-seater "spyder" coachwork is—at 112 m.p.h.—little less than that of the racing version.

The chassis members are steel tubes. Independent front suspension is by a bottom wishbone and top transverse spring. Rear suspension is by a normal axle, located by trailing links. Light alloy wheels help in keeping the unsprung weight down.



Stanguellini Bialbero Sport

Talbot — France

Automobiles Talbot-Darracq S.A., 33, Quai du General Gallieni, Suresnes (Seine), France

Sole survivor in the French motor industry of the relatively large-engined quality class product which was so much a feature of the inter-war years in that country, the 4.5-litre six-cylinder Talbot Lago Grand Sport is just what it sounds—a masterpiece of fine craftsmanship which has surrendered nothing to economic poverty and the frustrations of quantity production methods.

The chassis and engine owe much to those impressive Lago Talbot racing cars which competed in *Grandes Epreuves* until the current formula was introduced. In sports car races they have recorded some magnificent performances against strong opposition, for who will ever forget the late Pierre Levegh's epic drive in the 1953 Le Mans 24-hour race, when his Lago Talbot held the lead from the Mercedes team until mechanical trouble intervened during the final hour?

This 210 b.h.p. car is the most powerful on the French market, and is made only to special order. Some very striking coachwork has been mounted on the 4.5-litre chassis and exhibited at European shows during recent years, particularly by the Swiss firm of Hermann Graber.

The four-cylinder 2.5-litre Talbot has a scaled-down version of the larger car's engine, but differs considerably in chassis construction and front suspension details. It is available in alternative degrees of tune, the respective power outputs being 120 and 130 b.h.p. The more potent version, fitted with sporting bodywork of the most modern in the current fashion, has a claimed maximum of over 120 m.p.h.

Triumph — Great Britain

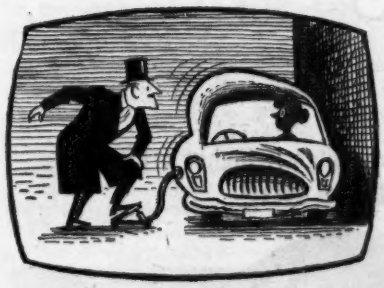
The Triumph Motor Co (1945), Ltd., Coventry

The TR2 car was assured of success from the moment that the specification was first announced, for it has the ideal combination of a high-performance, medium-size engine of extremely durable design, in a very light two-seater sports car body.

The engine is developed from the excellent 2-litre Vanguard unit, fitted with cylinder liners of reduced bore which lower the capacity to 1,991 c.c., thus keeping the car in the under-2-litre class. Modifications to the engine include fitting twin S.U. carburettors and raising the compression ratio to 8.5 to 1. The power

4·5-litre Talbot Lago Grand Sport

Cars for Special Occasions



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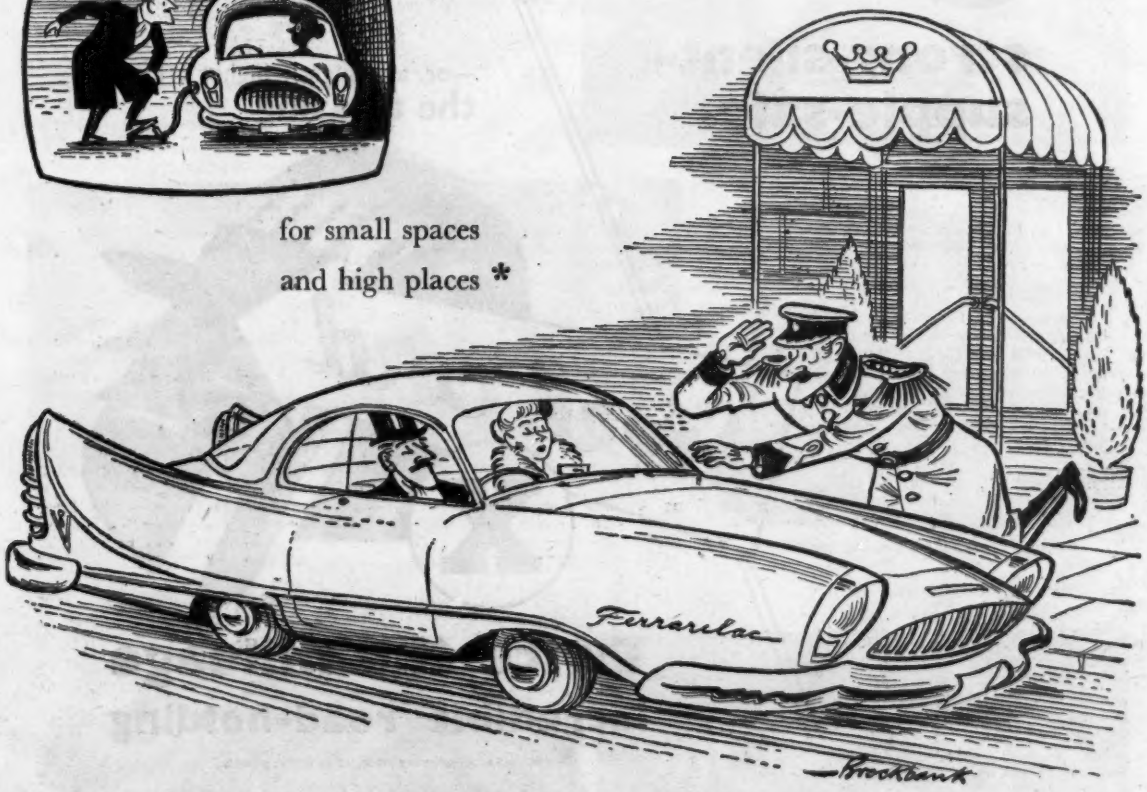

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The World's *SPORTS CARS*

output is increased from the normal 68 b.h.p. to 90 b.h.p. at 4,800 r.p.m.

The car has independent front suspension by coil springs with telescopic hydraulic dampers, together with large brakes with two leading shoes at the front. Total weight unladen is under 18 cwt. It is hardly surprising, therefore, that this car provides a standard of performance which, in terms of speed and fuel consumption, is practically unequalled in this type of car.

The range of moderately priced sports cars which provide accommodation for four people is limited. It was, therefore, a considerable score when Triumph introduced the TR3 version of the excellent two-seater, for which an occasional rear seat is available.

The engine of the TR3 has larger carburettors than those fitted to the TR2, and it develops 96 b.h.p. at the same revs. Behind the two front bucket seats is a small, short bench-type seat. This is scarcely intended to turn the car into a roomy, long-distance four-seater; but it does make it possible to carry a third, and even a fourth person for short distances. This is, after all, often the prime handicap of owning a two-seater.

Identification of the TR3 is facilitated by the provision of a neat chromium grille covering the rather hungry-looking radiator orifice.

An outstanding feature of both the TR2 and the recently introduced TR3 is their extreme economy. In the Mobilgas Fuel Economy Run held last year the winning Triumph TR2 averaged over 70 m.p.g.; in the recent Pomeroy Trophy competition, held over normal roads and including several speed tests, the winner's fuel consumption averaged 38.5 m.p.g.

Turner — Great Britain

Turner Sports Cars (Wolverhampton) Ltd., 32, Merridale Street, Wolverhampton

Small-scale production of the Turner A.30 sports car is under way. This little two-seater has the Austin A.30 800 c.c. engine, and uses many other A.30 components. A pretty body with a sleek front and a sloped tail, forming a luggage locker, is moulded from resin-impregnated glass fibre. The claimed maximum speed is 80 m.p.h., which seems reasonable for the frontal area and body shape, in conjunction with the power of the engine.

Volvo — Sweden

Aktiebolaget Volvo, Gothenborg, Sweden

One of only two makes of car designed and manufactured in Sweden, the Volvo has been produced in fairly large numbers as a small two-door saloon of quite rakish appearance. The attractive Sport model, which was introduced towards the end of last year, is a touring two-seater for which a detachable hardtop can be supplied. The bodywork, based on a tubular chassis, is in plastic material and has thoroughly modern lines in simple, good taste.

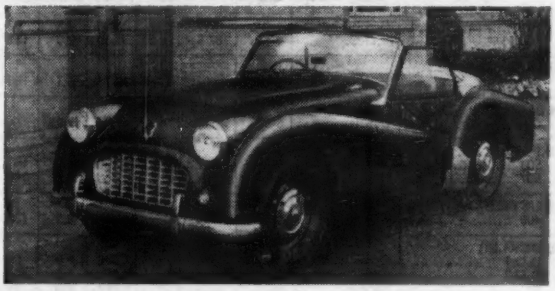
The output of the Sport's 1,500 c.c. engine, which has a higher compression ratio than the standard saloon, is 70 b.h.p. at 6,000 r.p.m., and the makers claim a maximum of about 95 m.p.h. for it. Front suspension is independent, with a conventional coil and wishbone layout, and at the rear coil springs are also used in conjunction with a rigid axle and radius arms. The Volvo has a six-volt electric installation, and the synchromesh gear box has three forward speeds.

WD — Austria

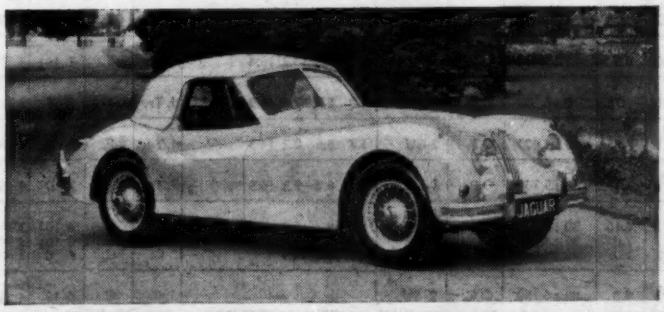
Wolfgang Denzel, AM Hof 6, Vienna, Austria

Four years ago, one Wolfgang Denzel began to produce in limited numbers a small sports car based on Volkswagen components. The Austrian WD (after its creator's initials) is now a well-established product, and is made in two forms; as a 1,281 c.c. sports roadster, and alternatively as an international-class sports car of 1,488 c.c. In appearance these cars bear some resemblance to the similarly based Porsche, but they differ considerably in engine dimensions and details.

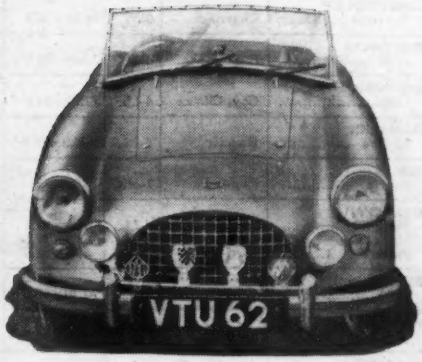
The roadster engine can be supplied in either of two stages of tune, the outputs being 61 and 65 b.h.p., whereas the larger engine of the more sporting car develops 85 b.h.p. Driving one of his own cars, Denzel won his class in the 1955 Austrian Alpine Rally.



Triumph TR3

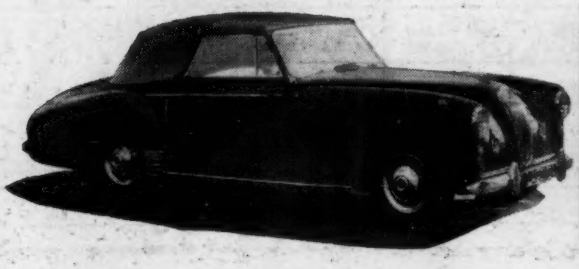


Jaguar XK140 convertible coupé



Turner two-seater (Austin A.30 engine)

Lagonda drophead coupé



Mercedes-Benz 300SL

THE WORLD'S SPORTS CARS—Leading Data

Make and Model	Make of Engine	Arrangement of cylinders	Bore and Stroke	Engine Capacity	Compression Ratio	B.H.P. @ Specified R.P.M.	Valve Position	Carburettors	Overall Gear Ratios	Front Suspension	Rear Suspension	Wheelbase	Track	Weight
			mm	c.c.								ft in	ft in	lb
ABARTH														
750 Spider	Fiat	4-I.L.	61×64	747	9.8	47 : 6,000	O.P.	1-WE	(3.9) 5.8 8.9 14.6	I.C.	I.C.	6 6¾	3 9½	1,122
207B Spider	Fiat	4-I.L.	70.5×75	1,270	—	78 : 5,900	O.P.	2-WE	3.8 5.9 9.1 14.7	I.C.	C.	6 9½	4 0½	1,149
A.C.														
Ace	Bristol	6-I.L.	65×100	1,991	8.0	91 : 4,500	O.C.	3-SU	3.6 4.9 7.2 12.3	I.Tr.	I.Tr.	7 6	4 2	1,685
Aceca	A.C.	6-I.L.	66×96	1,971	8.5	122 : 5,750	O.P.	3-SO	3.9 5.1 7.1 11.4	I.Tr.	I.Tr.	7 6	4 2	1,848
ALFA ROMEO														
Giulietta Sprint	Alfa Romeo	4-I.L.	74×75	1,290	8.0	65 : 6,000	2 O.C.	1-SO	4.6 6.2 9.6 16.3	I.C.	I.C.	7 10	4 2	1,792
Sprint Spyder	Alfa Romeo	4-I.L.	74×75	1,290	8.0	65 : 6,000	2 O.C.	1-SO	4.6 6.2 9.6 16.3	I.C.	I.C.	7 2	4 2	1,792
1900 Super Sprint	Alfa Romeo	4-I.L.	84.5×88	1,975	8.0	115 : 5,500	2 O.C.	2-SO	(3.9) 4.6 5.8 7.9 11.7	I.C.	I.C.	8 2½	4 4	2,100
ALLARD														
K.3	Jaguar	6-I.L.	83×105	3,442	8.0	192 : 5,000	2 O.C.	2-SU	3.8 4.6 6.7 11.3	I.C.	D.D.	8 4	4 10	2,850
J.2.R.	Cadillac	8-V	96.8×92.1	5,422	9.1	273 : 4,600	O.P.	4-SO	3.3 4.9 7.8	I.C.	D.D.	8 0	4 3	2,200
ALPINE														
Mille Miles	Renault	4-I.L.	54.5×80	748	9.0	43 : 6,200	O.P.	1-SO	—	I.C.	C.	6 10¾	4 0	1,210
ALVIS														
3-litre T.C.	Alvis	6-I.L.	84×90	2,993	8.0	104 : 4,000	O.P.	2-SU	3.8 5.0 7.3 11.2	I.C.	½-E.	9 3½	4 6½	3,080
ARNOLT-BRISTOL														
Mark II	Bristol	6-I.L.	66×96	1,971	9.0	130 : 5,500	O.P.	3-SO	3.9 5.0 7.1 11.4	I.Tr.	Tor.	8 0½	4 6	1,975
ASTON MARTIN														
D.B.2-4	David Brown	6-I.L.	83×90	2,922	8.2	140 : 5,000	2 O.C.	2-SU	3.8 5.0 7.5 11.0	I.C.	C.	8 3	4 6	2,632
D.B.3S	David Brown	6-I.L.	83×90	2,922	8.68	210 : 6,000	2 O.C.	3-WE	3.7 4.7 7.0 10.9	I.Tor.	D.D.	7 3	4 1	2,184
AUSTIN-HEALEY														
100	B.M.C.	4-I.L.	87.3×111.1	2,660	7.5	90 : 4,000	O.P.	2-SU	(3.2) (4.2) 5.5 7.9 12.6	I C	½-E	7 6	4 2½	2,176
100 M	B.M.C.	4-I.L.	87.3×111.1	2,660	8.0	112 : 4,500	O.P.	2-SU	(3.2) (4.2) 5.5 7.9 12.6	I.C.	½-E.	7 6	4 2½	2,176
AWE														
327	B.M.W.	6-I.L.	66×96	1,971	6.1	55 : 3,750	O.P	2-SO	3.9 6.0 9.3 15.0	I.Tr.	½-E.	9 0	4 3	2,332
BENTLEY														
Continental	Bentley	6-I.L.	95.25×114.3	4,887	7.25	—	O.I.	2-SU	2.9 4.3 7.7 11.2	I.C.	½-E.	10 3	5 0	3,808
B.M.W.														
503	B.M.W.	8-V.	82×75	3,168	7.5	140 : 4,800	O.P.	2-SO	3.9 5.4 8.6 13.8	I.Tor.	Tor.	9 3½	4 8	3,219
507	B.M.W.	8-V.	82×75	3,168	7.8	140 : 4,800	O.P.	2-SO	3.7 4.5 5.6 7.5 10.4	I.Tor.	Tor.	8 1½	4 8½	2,579
BRISTOL														
405	Bristol	6-I.L.	66×96	1,971	8.5	105 : 5,000	O.P.	3-SO	(3.3) 4.2 5.5 7.7 15.2	I.Tr.	Tor.	9 6	4 6	2,712
BUCKLER														
D.D.1	Cov. Climax	4-I.L.	72.4×66.67	1,098	9.8	84 : 6,800	O.C.	2-SU	—	I.C.	D.D.	7 6	3 9	980
D.D.2	Cov. Climax	4-I.L.	76.2×80	1,500	8.6	100 : 6,200	O.C.	2-SU	—	I.C.	D.D.	7 6	4 1	980
90	Ford	4-I.L.	63.5×92.5	1,172	9.0	45 : 5,200	S.	2-SU	4.7 6.2 10.8	I.Tr.	Tr.	7 3	3 9	980
CHEVROLET														
Corvette	Chevrolet	8-V.	95.24×76.2	4,342	9.25	225 : 5,200	O.P.	2-CA	3.6 4.7 7.8	I.C.	½-E.	8 6	4 10¾	—
CISITALIA														
1250 Spyder	Fiat	4-I.L.	68×82	1,250	8.5	68 : 5,500	O.P.	2-WE	4.3 6.8 10.2 15.4	I.C.	½-E.	7 10½	4 2	1,760
COOPER														
1100	Cov. Climax	4-I.L.	72.39×66.6	1,098	9.75	75 : 6,200	O.C.	2-SU	4.0 5.2 7.6 10.9	I.Tr.	I.Tr.	7 5	3 11	896
DAIMLER														
2½-litre	Daimler	6-I.L.	76.2×88.9	2,433	7.75	100 : 4,400	O.P.	2-SU	3.7 5.5 8.2 14.3	I.Tor.	½-E.	8 8	4 4	2,950
D.B.														
Sports	Panhard	2-H.O.	85×75	851	7.1	48 : 5,700	O.P.	1-SO	4.7 6.2 9.2 16.5	I.Tr.	Tor.	7 0	4 0	1,387
DELLOW														
Mark IIB	Ford	4-I.L.	63.5×92.5	1,172	6.16	30 : 4,200	S.	1-ZE	5.5 9.7 16.9	Tr.	C.	6 10½	3 9	1,288
Mark IIC	Ford	4-I.L.	63.5×92.5	1,172	7.0	36 : 4,400	S.	1-ZE	4.7 8.3 14.4	Tr.	C.	6 10½	3 9	1,292
Mark V	Ford	4-I.L.	63.5×92.5	1,172	7.0	36 : 4,400	S.	1-SO	4.7 8.3 14.4	C.	C.	7 0	3 9	1,176
ELVA														
1100	Cov. Climax	4-I.L.	72.39×66.6	1,098	9.8	83 : 6,750	O.C.	2-SU	—	I.C.	C.	6 11	4 0½	—
FACEL-VEGA														
Sports	De Soto	8-V.	94.5×96.5	5,407	8.5	250 : 4,600	O.P.	1-CA	3.3 4.5 6.5 11.4	I.C.	½-E.	8 7½	4 6½	4,088
FERRARI														
500 Mondial	Ferrari	4-I.L.	90×78	1,985	8.5	180 : 7,000	2 O.C.	2-WE	—	I.C.	D.D.	7 4½	4 3	—
250 Gran Turismo	Ferrari	12-V.	73×58.8	2,953	8.5	240 : 7,000	2 O.C.	3-WE	—	I.C.	½-E.	8 6½	4 5	—
410 Superamerica	Ferrari	12-V.	88×68	4,962	8.5	340 : 6,000	2 O.C.	3-WE	—	I.C.	½-E.	9 2½	4 9	—
750 Monza	Ferrari	4-I.L.	103×90	3,000	8.6	260 : 6,000	2 O.C.	2-WE	—	I.C.	D.D.	7 4½	4 3	—
735 4.4-litre	Ferrari	6-I.L.	102×90	4,413	8.75	360 : 6,000	2 O.C.	2-WE	—	I.C.	D.D.	7 10½	4 2½	—
857/4c	Ferrari	4-I.L.	102×105	3,400	—	280 : 5,600	2 O.C.	2-WE	—	I.C.	—	7 8½	4 3½	1,786
FIAT														
110 TV Spyder	Fiat	4-I.L.	68×75	1,089	7.6	50 : 5,400	O.P.	1-WE	—	I.C.	I.C.	7 8	4 0	—
Zagato-Fiat	Fiat	8-V.	72×61.3	1,996	8.5	105 : 6,000	O.P.	2-WE	4.4 5.6 7.8 12.0	I.C.	I.C.	7 10½	4 2½	1,892
FORD (U.S.A.)														
Thunderbird	Ford	8-V.	96.5×87.4	5,113	9.0	225 : 4,600	O.P.	1-	(2.8) 3.9 (4.1) 5.8 (6.4) 9.1	I.C.	½-E.	8 6	4 8	3,472
FRAZER NASH														
Mark II Competition	Bristol	6-I.L.	66×96	1,971	8.8	140 : 5,750	O.P.	3-SO	—	I.Tr.	D.D.	8 0	4 6	1,456
Le Mans	Bristol	6-I.L.	66×96	1,971	8.8	140 : 5,750	O.P.	3-SO	—	I.Tr.	Tor.	8 0	4 4	1,870
Sebring	Bristol	6-I.L.	66×96	1,971	8.8	140 : 5,750	O.P.	3-SO	—	I.Tr.	D.D.	8 0	4 5½	1,680
Targa Florio	Bristol	6-I.L.	66×96	1,971	7.5	107 : 5,000	O.P.	3-SO	—	I.Tr.	Tor.	8 0	4 4	1,848
GREGOIRE														
Sport	Gregoire	4-H.O.	90×86	2,188	6.9	130 : 4,500	O.P.	1-SO	3.3 5.2 5.5 11.8	I.C.	C.	7 10½	4 9	2,200

IN YOUR CAR'S OIL FILTER

'There's a little thing that goes something like this!'

Says **Richard Murdoch,**
Stage, Radio and Television
Star and keen motorist.

The black, slimy thing Dickie Murdoch is holding is a neglected oil filter element that has long since ceased to do its job.

But you can be sure it's not out of his own car. For Dickie is far too keen a motorist to let his filter element get in that state!

He knows that a clogged element allows unfiltered oil to circulate round the engine, carrying sharp, destructive particles to score cylinder walls and grind bearings.

BE SURE YOUR ENGINE IS FULLY PROTECTED ... CHECK YOUR OIL FILTER ELEMENT NOW. A NEW TEC-ELEMENT COSTS ONLY A FEW SHILLINGS ... FAR LESS THAN A MAJOR REPAIR —OR A NEW ENGINE.

This may be happening in **YOUR** *engine . . .*

1. Oil enters filter.
2. Clogged element forms an impassable barrier.
3. Oil seeks another outlet and opens balance valve.
4. Oil, still unfiltered, passes on into the engine.
5. Result . . . more — much more — expensive wear-per-mile!

Ask by name for a

TEC-ELEMENT

Felt-Type change every 10,000* miles
Microfine-Type change every 5,000* miles
Throw-away Filters change every 6,000–10,000* miles.

* *or according to car manufacturer's handbook*

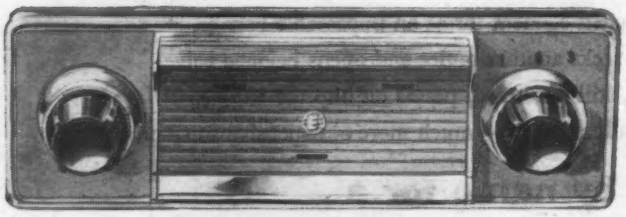
TECALEMIT

MADE BY TECALEMIT · PLYMOUTH · DEVON

T550

Spring song for *your* car

Whether on business or pleasure, drive in company with your favourite radio programme, brought to you with perfect reproduction on an Ekco Car Radio. There's an Ekco model to fit neatly and unobtrusively into or under the fascia panel of cars of any make or year. See your local Ekco dealer about a receiver for your car, and stay in tune with Spring the whole year through.



CR152 (*basic model*) **£27. 15** (*tax paid*)

- 6-valve superhet receiver.
- Manual and instantaneous pre-selected tuning.
- Hinged cover opens for manual tuning.
- Vibrator cushioning for mechanical silence.
- Dove grey finish, chromium-plated bezel.
- Consumption only 2.7 amps. (approx.) at 12 volts.

EKCO *Quality* car radio

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PLEASE SEND ME FULL DETAILS OF EKCO CAR RADIO FOR MY CAR

Make of car ..... *year* .....

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Address ..... A. 43

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Make and Model	Make of Engine	Arrangement of cylinders	Bore and Stroke	Engine Capacity	Compression Ratio	B.H.P. @ Specified R.P.M.	Valve Position	Carburettors	Overall Gear Ratios	Front Suspension	Rear Suspension	Wheelbase	Track	Weight
			mm	c.c.								ft in	ft in	lb
H.R.G.														
1½-litre	Singer	4-I.L.	73×89.6	1,496	8.8	108 : 5,750	2 O.C.	2-SO	4.0 5.0 7.7 12.3	I. Tr.	I. Tr.	8 0	4 0	1,568
H.W.M.														
3½-litre	Jaguar	6-I.L.	83×106	3,442	—	—	2 O.C.	—	—	I. C.	D. D.	—	—	—
JAGUAR														
XK.140	Jaguar	6-I.L.	83×106	3,442	8.0	190 : 5,500	2 O.C.	2-SU	3.5 4.8 7.0 12.0	I. Tor.	½-E.	8 6	4 3½	2,770
D-type	Jaguar	6-I.L.	83×106	3,442	9.0	250 : 6,000	2 O.C.	3-WE	3.5 4.5 5.8 7.6	I. Tor.	Tor.	7 6	4 2	1,970
JENSEN														
Model 541	B.M.C.	6-I.L.	87×111	3,993	6.8	—	O.P.	3-SU	2.9 4.2 6.8 9.9	I. C.	½-E.	8 9	4 3⅞	3,080
LAGONDA														
3-litre	David Brown	6-I.L.	83×90	2,922	8.2	140 : 5,000	2 O.C.	2-SU	4.6 6.1 9.0 13.3	I. C.	I. Tor.	9 5½	4 8¾	3,696
LANCIA														
Aurelia Gran Turismo	Lancia	6-V.	78×85.5	2,451	8.0	118 : 5,000	O.P.	1-WE	3.7 5.3 7.9 12.2	I. C.	D. D.	8 8½	4 3½	2,548
Aurelia Spyder	Lancia	6-V.	78×85.5	2,451	8.0	118 : 5,000	O.P.	1-WE	3.7 5.3 7.9 12.2	I. C.	D. D.	8 0⅝	4 3½	2,352
LISTER														
Lister-Bristol	Bristol	6-I.L.	66×96	1,971	9.0	142 : 5,750	O.P.	3-SO	3.7, 4.8, 6.7, 10.7	I. C.	D. D.	7 4½	4 1	1,120
LOTUS														
1100 Le Mans	Cov. Climax	4-I.L.	72.4×66.6	1,097	9.8	83 : 6,750	O.C.	2-SU	—	I. C.	D. D.	7 2	3 11	845
1500 Le Mans	Cov. Climax	4-I.L.	76×80	1,460	8.6	100 : 6,100	O.C.	2-SU	—	I.	D. D.	7 2	3 11	868
MASERATI														
150S	Maserati	4-I.L.	81×72	1,484	8.75	140 : 7,500	2 O.C.	2-WE	—	I. C.	D. D.	7 1	4 1	—
200S	Maserati	4-I.L.	92×75	1,985	9.0	190 : 7,500	2 O.C.	2-WE	—	I. C.	½-E	7 4	4 3	—
2000 Gran Turismo	Maserati	6-I.L.	76.2×72	1,986	8.0	140 : 6,500	2 O.C.	3-WE	—	I. C.	½-E.	8 4½	4 5½	—
300S Sport	Maserati	6-I.L.	84×90	2,991	8.75	260 : 6,500	2 O.C.	3-WE	—	I. C.	D. D.	7 7	4 3	—
250F Formula I	Maserati	6-I.L.	84×75	2,493	12.0	265 : 7,700	2 O.C.	3-W.E.	—	I. C.	D. D.	8 6	4 3	—
Model 53	Maserati	6-I.L.	86×100	3,483	9.0	190 : 6,000	2 O.C.	3-WE	—	—	—	—	—	—
MERCEDES-BENZ														
190SL Sports	Mercedes	4-I.L.	85×83.6	1,897	8.5	120 : 5,700	O.C.	2-SO	3.9 5.9 9.1 13.7	I. C.	C.	7 10⅝	4 9⅞	2,380
300S Gran Turismo	Mercedes	6-I.L.	85×88	2,996	8.55	200 : 5,500	O.C.	—	4.1 5.9 9.3 15.2	I. C.	C.	9 6	5 0	3,640
300SL Sports	Mercedes	6-I.L.	85×88	2,996	8.55	240 : 6,100	O.C.	—	3.6 5.1 7.2 12.2	I. C.	C.	7 10½	4 8½	2,560
M.G.														
M.G.A.	B.M.C.	4-I.L.	73×88.9	1,489	8.3	68 : 5,500	O.P.	2-SU	4.3 5.9 9.5 15.7	I. C.	½-E.	7 10	4 0¾	1,988
MORETTI														
750 Gran Turismo	Moretti	4-I.L.	60×66	747	8.5	58 : 7,000	2 O.C.	2-WE	4.9 7.1 13.2 18.3	I. C.	½-E.	7 0¾	3 9½	1,650
1200 Gran Turismo	Moretti	4-I.L.	72×74	1,204	8.5	80 : 7,000	2 O.C.	2-WE	—	I. C.	½-E.	7 8½	4 0½	1,265
MORGAN														
4-4, Series II	Ford	4-I.L.	63.5×92.5	1,172	7.0	36 : 4,400	S.	1-SO	4.4 8.9 16.2	I. C.	½-E.	8 0	3 11	1,428
Plus 4 TR3	Triumph	4-I.L.	83×92	1,991	8.5	90 : 4,800	O.P.	2-SU	3.7 4.2 7.4 12.9	I. C.	½-E.	8 0	3 11	1,876
Plus 4 Vanguard	Standard	4-I.L.	85×92	2,008	7.0	68 : 4,300	O.P.	1-SO	4.1 4.7 8.1 13.9	I. C.	½-E.	8 0	3 11	1,904
NARDI														
750	Fiat	4-I.L.	63.48×59	747	—	42.6 : 5,500	O.	—	—	I.	½-E.	6 3	—	880
OSCA														
S187	Osca	4-I.L.	62×62	749	9.0	70 : 7,500	2 O.C.	2-WE	4.8 6.5 9.7 16.1	I. C.	½-E.	6 10¾	3 9½	946
1100	Osca	4-I.L.	70×71	1,092	9.0	92 : 6,600	2 O.C.	2-WE	4.2 5.7 8.5 14.2	I. C.	½-E.	7 2½	3 11½	1,166
1500	Osca	4-I.L.	78×78	1,490	9.5	125 : 6,300	2 O.C.	2-W.E.	3.6 4.9 7.3 13.1	I. C.	½-E	7 2½	3 11½	1,210
PANHARD														
Dyna Junior	Panhard	2-H.O.	85×75	850	7.25	40 : 5,000	O.P.	1-SO	(4.7) 6.2 9.2 16.3	I. Tor.	Tor.	6 11¾	4 0	1,385
PARAMOUNT														
Roadster	Ford	4-I.L.	79.4×76.2	1,508	6.8	47 : 4,400	O.P.	1-ZE	4.9 8.3 16.0	I. Tr.	½-E.	8 6	4 3	2,240
PEGASO														
2.8-litre	Pegaso	8-V	80×70	2,816	7.2	— : 6,300	2 O.C.	1-WE	(3.8) 4.4 5.8 8.5 13.1	I. Tor.	D. D.	7 8	4 4	2,200
3.2-litre	Pegaso	8-V.	85×70	3,178	8.0	210 : 6,500	2 O.C.	2-WE	(4.0) 4.8 5.8 8.6 14.3	I. Tor.	D. D.	7 8	4 4	2,500
3.9-litre	Pegaso	8-V.	88×82.6	3,992	8.5	—	O.P.	2-WE	—	I. Tor.	D. D.	7 8	4 4	—
4.4-litre	Pegaso	8-V.	93×82.6	4,459	8.5	300 : 5,500	O.P.	2-WE	—	I. Tor.	D. D.	7 8	4 4	—
PORSCHE														
1600 Speedster	Porsche	4-H.O.	82.5×74	1,582	7.5	60 : 4,500	O.P.	2-SO	—	I. Tor.	I. Tor.	6 10¾	4 3½	1,870
Carrera coupé	Porsche	4-H.O.	85×66	1,498	9.0	100 : 6,200	4 O.C.	2-SO	—	I. Tor.	I. Tor.	6 10¾	4 3½	1,760
1500 Spyder	Porsche	4-H.O.	85×66	1,498	9.5	110 : 6,200	4 O.C.	2-OS	3.6 4.9 7.7 13.9	I. Tor.	Tor.	6 10¾	4 3	1,298
SAAB														
Sonett Super Sport	Saab	3-I.L.	66×72.9	748	10.0	57.5 : 5,000	—	1-SO	5.1 8.3 16.7	I. C.	I.C.	7 3	4 0	1,100
SALMSON														
2300 Spyder	Salmson	4-I.L	84×105	2,328	7.5	115 : 5,000	2 O.C.	1-SO	3.6 5.0 7.9 10.8	I. Tor.	½-E.	8 10	4 6	2,673
SIATA														
Amica 600	Fiat	4-I.L.	60×86	633	7.0	21.3 : 4,600	O.P.	1-WE	(4.8) 7.2 11.0 18.2	I. Tr.	C.	6 7	3 9½	1,287
1250	Fiat	4-I.L.	70×81	1,247	8.0	66 : 5,500	O.P.	1-WE	4.1 6.8 10.2 16.6	I. C.	½-E.	7 8½	4 0½	1,826
STANGUELLINI														
750 Bialbero Sport	Fiat	4-I.L.	70×58	741	—	70 : 7,600	O.	1-WE	—	I.	½-E.	6 7	3 9½	792
TALBOT														
2500 Lago Sport	Talbot	4-I.L.	89.5×99	2,491	7.0	120 : 5,000	O.P.	2-ZE	3.4 4.4 6.1 10.1	I. Tr.	½-E.	8 2½	4 3	2,200
TRIUMPH														
TR.3	Triumph	4-I.L.	83×92	1,991	8.5	100 : 5,000	O.P.	2-SU	(3.0) 2.7 (4.8) 4.9 (6.1) 7.4 12.5	I. C.	½-E.	7 4	3 9½	1,988
VOLVO														
1500 Sport	Volvo	4-I.L.	75×80	1,420	7.8	70 : 5,500	O.P.	2-SU	4.6 7.4 14.7	I. C.	C.	7 10½	4 3½	2,129
W.D.														
1300 Sports	VW	4-H.O.	78×67	1,281	8.2	61 : 5,400	O.P.	2-SO	3.9 5.5 7.9 11.1	I. Tor.	I. Tor.	6 10¾	4 3½	1,370
1500 Sports	VW	4-H.O.	80×74	1,488	8.5	80 : 5,800	O.P.	2-SO	3.9 5.5 7.9 11.1	I. Tor.	I. Tor.	6 10¾	4 3½	1,370

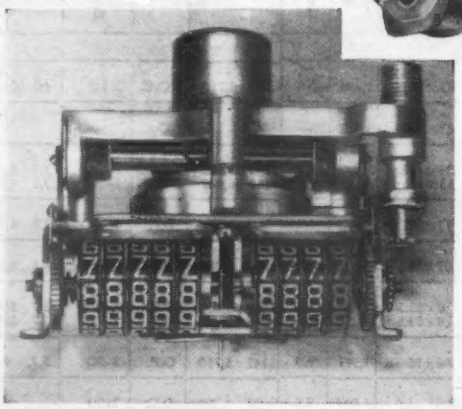
Overdrive ratios in brackets. Prices of these cars—where given—will be found in the Price Guide on later pages

ACCESSORIES

Trip Mileometer

THE trip mileometer, which can be returned to zero after a journey, is omitted from some speedometers. Thomas Richfield and Son, Ltd., Broadstone Place, Blandford Street, London, W.1, have evolved a method of adding a trip recording up to 999.9 miles. In most cases, the speedometer makers' own mechanism is used. The conversion costs from £1 15s upwards, according to the kind of instrument, and includes making good the dial with its new aperture.

The Autocar has not tested such an installation but knows the firm as established and reliable speedometer specialists. They also do rev counter drive take-offs from Lucas dynamo ends, using a right-angle geared drive; these cost about £4 10s each. Also gear boxes of any ratio for insertion between speedometers and their drives. The last are mainly for cars whose axle ratios, or tyre and wheel size, has been altered.



Trip-recording mechanism and figures added to a popular speedometer, and (top right) the flexible extension for resetting the figures

A Kancork competition helmet, and (below) the Chapeaufort sports helmet, worn by a model

The Galmilator is in the form of a circular slide-rule

Averages

BOTH m.p.g. fuel consumptions and m.p.h. average speeds can be read at a glance on the Galmilator, made by F. and E. B., Ltd., Newent, Gloucestershire. It is easily set, and the figures, which are cleanly printed in black on stiff white plastic, are easily read. Miles are on the outer circular scale, hours and gallons on the inner one; and the result is shown at a little window. The device costs 6s 6d post free, is 4in in diameter, and has a plastic envelope.

Safety Helmet

A NEW crash helmet by Kangol, 39, Fitzroy Square, London, W.1, is claimed to be in excess of the requirements of BSI specifications. Called the Kancork, and costing £2 7s 6d, it is of resin-impregnated fibre glass, lined with foam rubber. There are cork strips for extra protection and three versions: white shell with black beading, black, and grey shells, both with beading.

Sports Helmet

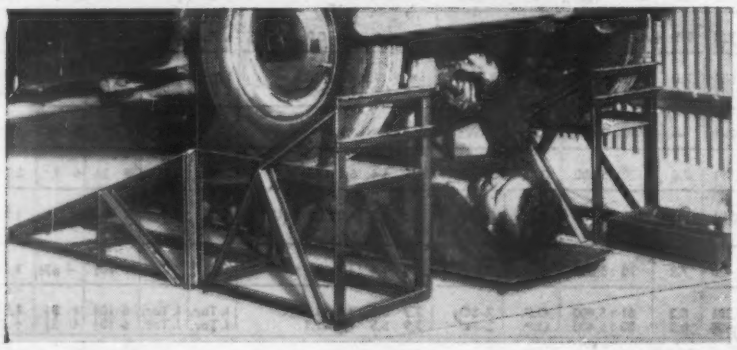
THE foregoing was a racing helmet. Another new design is the Chapeaufort, a French design imported by Britax (London), Ltd., 115-129, Carlton Vale, London, N.W.6, and this is a sports helmet. Made of three laminations of natural cork, it weighs only 9 oz, and could be a protection against either hot sun or cold wind. It does not pretend to be a racing "crash" helmet.

The Chapeaufort costs £2 12s 6d.

Up for Service

IN spite of the increased service facilities offered by garages, many motorists still carry out their own maintenance. Only a few of these enthusiastic owners have the use of a pit in their home garages and those who have not are sometimes tempted to use rickety structures in order to give under-car room. Don't!

The Beaconramp has been designed to tackle this problem in a practical and safe fashion. Fabricated of angle iron, the sections are easily portable and weigh approximately 50 lb each. The height off the ground is 1ft 3in, which gives working space. The inclined ramp and the end sections cost £6 a pair. Extra intermediate sections cost £5 10s a pair. They are manufactured by Bacon and Eades, Ltd., Beacon Works, Hainge Road, Tividale, Staffordshire.



Beaconramps, made of angle steel, raise a saloon six-seater for servicing

Non-melting Grease

GREASE for chassis lubrication is normally a compound of oil and chemical soaps. A new one, called Ragosine Bentone, has a non-melting base of mineral origin. The limit of heat is, of course, the burning point of the oil incorporated. The maker's claim is: "Effective lubrication up to 450 degrees C. compared with the 350 degrees of a good lithium-based grease." Bentone grease thickens very little with extreme cold. It is of normal grease-gun viscosity.

The application to cars would seem to be for hubs which seriously overheat with heavy braking. 7 lb tins are 15s 1d, plus delivery. There is no carriage on 28 lb kegs and larger containers. The makers are Ragosine Oil Co., Ltd., Rocol House, Swillington, near Leeds, Yorkshire.

This Spring more cars than ever before will run on...
REGENT TT and
REGENT BENZOLE MIXTURE
They PACK PUNCH!
They're Best They're British!

THIS HAS ALL IT TAKES

NOT ONLY Exide plates with CB 95 alloy grids so long-lived that they needed a longer-lasting separator. ***NOT ONLY*** Porvic microporous plastic separators, virtually *everlasting* in battery service. ***BUT ALSO*** a container built of Hard Rubber — tough and shock-resistant to outlast Exide plates living their full life insulated by Porvic separators.

Recent discoveries, fully *utilised for improvement in the Silver Exide, raise performance and length of life to a new peak. No standard car battery like this has been made before—not even by Exide!*

Still keeps going when the rest have stopped

Silver Exide

A PRODUCT OF CHLORIDE BATTERIES LIMITED

From your garage ***at no extra cost***

SL1.151A

There are six of these round houses at Veryan, South Cornwall. Local legend says that they were made round so that there would be no corners for the Devil to hide in. But the shape is convenient for rough-stone construction and thatching, and is found in primitive building the world over. At one time, many Cornish people built their own cottages.

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Accessibility Pre-war

Now Building a "Dream Come True." I read with great interest the letter of Mr. Longden-Thurgood (April 6) and I agree wholeheartedly with every word he says. I had a 1936 Jaguar, and replaced it at length with a 1947 model, which, if anything, is in even better order now than when it was new. I like this sort of car so I shall keep it, and I expect it to last me at least another fifteen years. It is not spared on the flat, and in the mountains it will do 18 miles of hard all-out climbing in second and first gears, in very hot weather, without boiling.

Recently I thought I would stand myself an additional car; but even the Continental Bentley displayed a number of features which put me off, beginning with a dummy radiator cap.

I argued then that if one was going to buy a car, one was entitled to have exactly what one wanted; so I am having it built, and it should be ready in June. It will be in the best high performance, vintage thoroughbred tradition, having all the good features enumerated by Mr. Longden-Thurgood, together with certain modern refinements which should produce the best of both worlds. I tried thirty-nine coachbuilders before finding one who not only would build me a metal-framed body to my own sketches, but who would begin construction as soon as the chassis had passed its tests. The chassis incidentally, has been specially done for me by a very famous and experienced manufacturer. The whole thing will be "a dream come true!"

Mayfield, Sussex. R. BUCKNALL.

Specification of a Bentley. Mr. Longden-Thurgood (April 6) is by no means alone in his view that the design of cars has retrogressed in nearly every respect since the war. I am still running a 21-year-old 3½-litre Bentley which includes the following features:—

Centre-lock wire wheels.
Ignition, throttle, mixture and shock dampers all controlled from centre of steering wheel.
Reserve petrol supply controlled from dash.
Spare coil already wired up.
Twin petrol pumps with change-over switch on dash.
Thermostatically controlled radiator shutters.
One-shot chassis lubrication system and mechanical servo brakes.
Opening windscreen, sliding roof and electrically operated rear blind.
Complete accessibility of engine combined with bonnet locks.
Wings and body panels made of aluminium giving lightness, malleability and no rusting.

This car will still exceed 90 m.p.h. and averages 21 m.p.g. There is no car on the market at the present time at any price with a comparable specification. I cannot see any advance in modern design, with the possible exception of springing if one likes a boulevard ride.

London, E.C.1. "ANÆSTHETIST."

Cars for Canada

"How Many Sentimental Sales?" It is a misconception to think of the roads in Canada as being good. A few main highways may be much better than in Britain, but the rest are very bad. The driver of a small British car in the Metropolitan area of Toronto must envy the smooth riding Volkswagen and the much heavier American car which can take the appalling roads.

In a period of decline in the sales of cars, especially British, Volkswagen sales are increasing; it is more reliable and rides better than the small British car. British cars may not need independent suspension all round, but British conditions are not reproduced elsewhere on the globe, from road surfaces to pubs. I used to live in South Africa, too, and my experience poses the question—"How many British cars would be sold outside Britain if the sentimental sales to ex-Britishers were discounted?"—excepting Jaguars, of course. I am proud to be British, too.

Willowdale, Ontario. S. D. BARKER.

Dipped or Full Beam?

Tell-Tale Foot Switch. I have read with interest the correspondence about foot-operated dip switches and the impossibility

Correspondence

of a driver's knowing whether such a switch is in the "dipped" or "full-beam" position before switching on the head-lights.

One solution which occurs to me, but which would have to be carried out at manufacturing level, would be to make the foot-operated switch so that its operating plunger returned to a higher position on alternate strokes. A touch of the foot would be sufficient to tell the driver which position the switch was in, and consequently whether the lights would be "up" or "down" when switched on.

Cottingham, East Yorkshire. J. E. LAWSON.

"Is Insurance Fair?"

A Broadside for "L. S." The provocative article "Is Insurance Fair" (March 16) might carry a little more weight if your contributor "L. S." did not so evidently know so little about the subject. Let me comment on some of the statements made by him, so that your readers may not be misled by false assumptions, or opinions founded on misconceptions.

1. Are the companies really on the verge of losing money on motor insurance? The facts are that from 1946 to 1954 (the last year for which figures are available) the Tariff companies had an overall loss of £2.8 million.
2. "L. S." writes of motor insurance being nationalized. Who has heard of such a threat, or of the circulars, press advertisements, etc., to which he refers? It is all a figment of his imagination.
3. Do we pay fifteen to twenty pounds a year because the Government says we must? The Government requires only insurance against bodily injury to third parties—nothing more. This can be obtained for as little as £7, yet the majority of motorists voluntarily pay more because they want the extra protection of a comprehensive or full third party policy.
4. I want higher rates for modern cars, says "L. S." That is the present position—the rate increases made this year are confined to post-war cars.

What does "L. S." really want? It seems to be bigger and better No Claim Bonuses. One must not forget that the principle of insurance is to spread the losses of the few over the many. If the many pay so much less than the few, will not the cure be almost as bad as the disease?

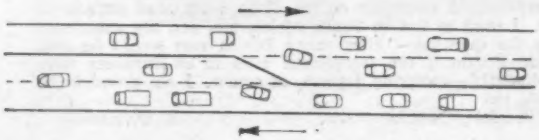
In the last twenty years "L. S." has probably paid £400 in premiums and has played his part in the co-operative business of insurance. But, careful driver as he may be, he cannot be certain his luck will last—and £400 doesn't go far when injuries are caused to a third party or damage to a modern car. Let him count his blessings and think himself lucky he doesn't live on the Continent where the cost of comprehensive insurance has risen sky high.

The only time when motor insurance is likely to be unfair is if it becomes a State monopoly. At the present, free competition among the companies and Lloyd's ensures that the motorist gets a fair deal, or at least what his own driving and that of his fellows deserves.

Eastbourne, Sussex. "SPOTLIGHT."

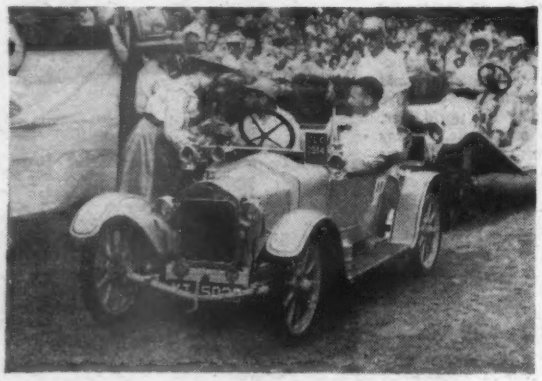
Plan for Three Lanes

Continuous White Line Barrier. With each successive Government neglecting to solve this country's problem of congested highways, and now confronted with financial difficulties, I would like to suggest the following scheme, as an immediate improvement to some of our busier major routes of the three-lane category and at a comparatively small cost. Instead of the existing method of marking the lanes with broken white lines, we should have one continuous and the other a broken white line. At distances of a mile, or whatever is found to be practical, the positions of the continuous and broken lines would be reversed.



In effect this would allow congested traffic to overtake only when the continuous white line was to their obvious advantage. Thus, overtaking would be in one direction only at any one section along the route. This scheme would help considerably to ensure an uninterrupted rate of traffic flow, and also reduce the nervous strain involved in overtaking, as we dice with death along the middle lane of confusion with the system as it exists today.

Saffron Walden, Essex. W. W. PERRYMAN.



1914 WINNER is this Stellite, referred to in a letter headed "American Veteran" published below

American Veteran

A 1914 Stellite. This picture was taken at the Annual Old Car Festival sponsored by Greenfield Village, the Henry Ford Museum. If you look closely you will see the young lady handing me a Blue Ribbon for one of the first prizes. That little car is a tremendous source of pleasure to me, especially in view of its heritage. You will further note that I am proud of my membership of the V.C.C. as well as of the American clubs.

There is one other Stellite in America, a 1919 or 1920 four-seater with a three-speed gear box. It was offered to me, but, due to its condition and having many parts missing, besides its being a little too young for me, I decided to let someone else have it. I think I can add further that mine is probably the most original Stellite anywhere.

Cleveland Heights, Ohio, U.S.A. B. SCOTT ISQUICK.

[The Stellite was built by Wolseley and the standard model had a two-speed gear box on the back axle.—ED.]

An Omission

Apology from a Publisher. I would like to offer explanation and apology to those of your readers who have been puzzled and perhaps hurt to find no list of "books consulted" in Lt. Col. Darell Berthon's *A Racing History of the Bentley*. Due to certain staff changes while the book was in the press, this list was inadvertently omitted; naturally, we shall remedy this in all future impressions. Meanwhile I would once more offer my apologies for an omission which may, through no fault of his own, have placed Col. Berthon in a somewhat invidious light.

London, W.C.1. J. BUCHANAN BROWN,
John Lane The Bodley Head, Ltd.

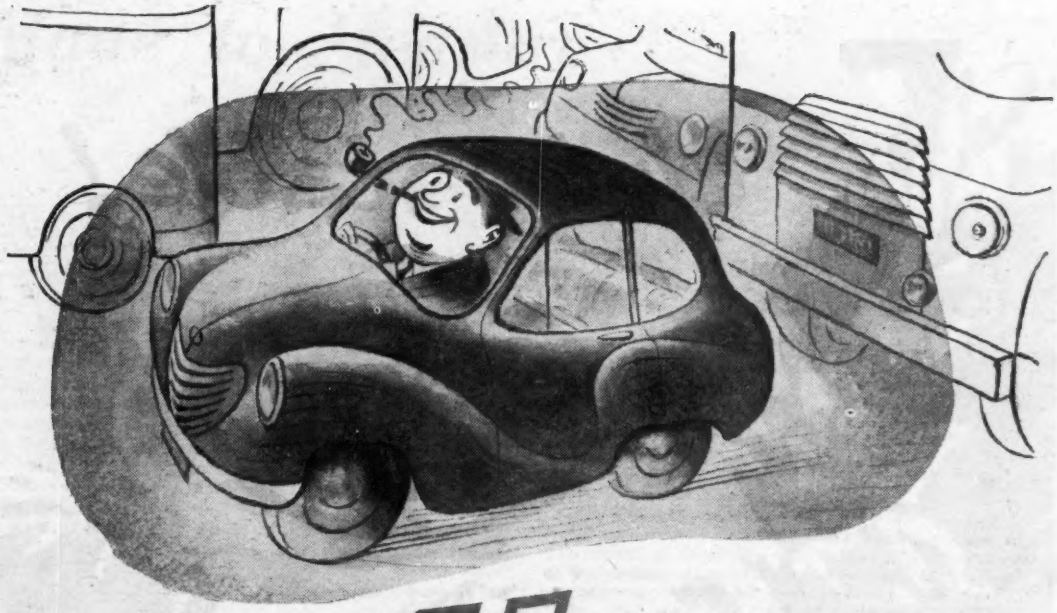
Appeal for Photographs

Rebuilding a Triumph Gloria. I am restoring a 1934 Triumph Gloria sports tourer to as near original condition as possible. The principal difficulty arises due to a previous owner having similar intentions, but displaying lack of thought with regard to the work involved. The body was removed and the timber members, some of which had deteriorated badly, were destroyed, which presents extreme difficulty in fitting the panels and maintaining the original profile. I am nearing completion of the mechanical rebuild, and in planning an attack on the body I find I cannot successfully do this without photographs of the side profile of body; front and rear views; interior looking towards the instrument panel; plan view; and some general dimensions, including those in connection with seating and controls.

Perhaps some of your readers may be able to assist.

North Sydney, Australia. BRIAN J. MORRIS.

[Letters will be forwarded.—ED.]



I'm a Happy Motorist

Do I spoil my fun by fuming and fretting in traffic . . . boggling at beacons or reviling the road tax? . . . No, sir! We must keep a sense of proportion...mustn't we! And talking of proportions — ever thought how much more mileage you get for the same money when you fit Avon H.M.'s? . . . and a lot more safety into the bargain. The day you get on to them you'll be laughing too!

I'm getting AVON Higher Mileage

BRITISH EMPIRE TROPHY

OULTON PARK, 14/4/56

OVER 2,700 c.c. CLASS

1st RON FLOCKHART *Jaguar 82.77 m.p.h.**

car entered by Ecurie Ecosse

**Also using Esso Extra Motor Oil*

1,500 c.c. to 2,700 c.c. CLASS

1st REG PARNELL *Aston-Martin 81.07 m.p.h.*

car entered by Roy Salvadori

(Subject to official confirmation)

Using* ESSO EXTRA *exactly the same superb petrol you can buy from your local Esso Dealer

Made to Measure

TUNING

MODIFICATIONS CURRENTLY AVAILABLE AS KITS

THE number of different makes of car on sale today is considerably smaller than it was even a few years ago. The national economic trend has contributed to the disappearance of one or two smaller manufacturers, and those who still make cars in small numbers must sell at what appear to be very high prices compared with the cost of quantity-produced models. The major companies have expanded output enormously to satisfy world demand, thus cutting production costs to the minimum, while the limited production, hand-made car has become priced almost out of the market.

The range of cars available has been reduced also by the imposition of duty, and purchase tax on the duty as well as on the wholesale price, on foreign cars, which are also virtually priced out of consideration. Thus most motorists must buy a popular car, unless their pockets are wide and deep, and either accept any shortcomings or get to work on modifying the car to suit themselves.

That the enthusiastic motorist enjoys modifying his car is made clear by the call for substitute, high-efficiency parts —a demand which is being met by accessory manufacturers and engineering companies. There are now few, if any, popular cars for which modifications are not available.

Any owner with sufficient skill and suitable equipment can work on his car to obtain increased performance. Balancing, polishing, matching ports, and so on, are within his capacity. But at present there are so many kits for fitting at home that much can be done by the modestly equipped amateur, often at moderate cost in relation to the improvement provided. Most firms will fit modified parts at an appropriate extra charge when this is desired, and often items like a higher-efficiency cylinder head are supplied against the return of the old head, so that it is not necessary to wait while the component fitted to the car is altered. It is with the range of catalogued modifications that we are concerned at the moment, for they are not barred to any motorist because he lacks skill or tools.

Most of these variants increase engine efficiency, for extra power inevitably makes the greatest difference to the performance of most cars, yet much can be achieved also by alterations to the suspension, for example, which may increase average speeds as efficiently as extra power, at the same time making driving more pleasurable. (We would also remind readers of the article "Tuning the Chassis" which was published last week.)

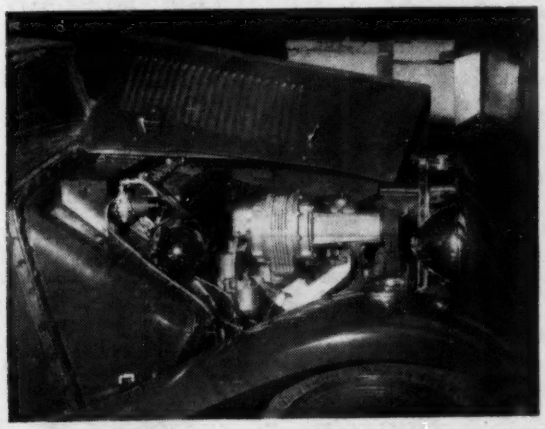
Most popular cars—designed to withstand the worst driving methods—will cope with increase in the compression ratio, and this is something that generally can be accomplished by any suitably expert engineering works at modest cost. Many tuning modifications for specific models include raising the compression ratio as a part of the complete conversions offered.

The scope of engine modifications may be divided into two stages: substitution for standard parts of high-efficiency alternatives at moderate cost; and modifications, primarily to the cylinder head, which call for much skilled labour and are, therefore, expensive.

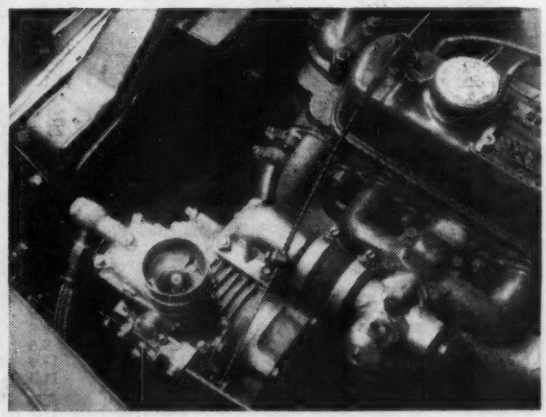
There is a belief that the first step in tuning is to fit two carburettors on a suitable manifold in place of the existing unit. However, much can be done to improve performance without the deleterious effect on m.p.g. that normally follows carburettor multiplication. There are on the market alternative exhaust manifolds suitable for virtually all popular cars, and these can be even more beneficial when used with high efficiency silencers.

A medium-priced car may already have a reasonably efficient exhaust system, but it will probably be a simple casting that is inferior to a welded manifold which has a separate branch for each exhaust port. The Ford Consul and Zephyr are fitted with an exhaust pipe (rather than a manifold) which runs along the side of the engine: the gases leave the ports, pass through holes in one side of the pipe, and hit the other side before turning to find their way to the silencer. The system helped to keep initial cost to a minimum, but quite cheaply a four- or six-branch manifold can be fitted to improve engine efficiency.

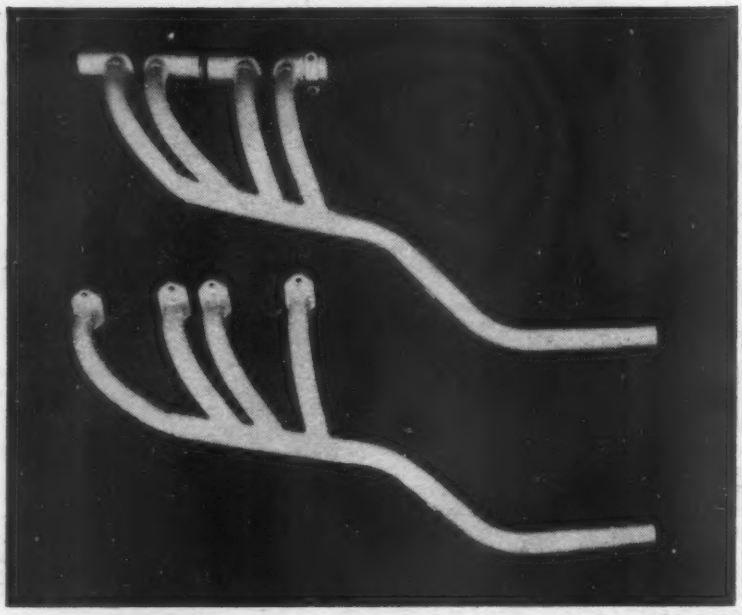
Apart from removing metal to increase the compression ratio, there is not a great deal that can be done to a cylinder head by the unskilled owner. Polishing the combustion chambers and ports is skilled and tedious work. But alternative cylinder heads are available for many models. Usually these are made of light alloy, which will dissipate

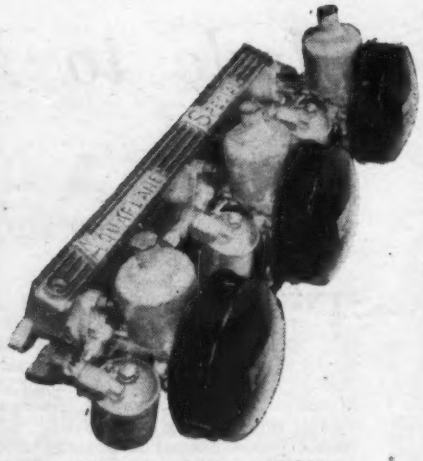


A Shorrock supercharger can be accommodated in the TD M.G. It provides extra flexibility on the gears, and improved acceleration



The o.h.v. Morris Minor with a Shorrock supercharger installation which can be made to fit neatly into the wide engine compartmen





An Aquaplane triple-carburettor manifold for the Ford Zephyr. Other Aquaplane equipment is available for this car and other Fords

Left: Servais make special manifolds and silencing equipment for many different models. Here are two for the Ford Consul, which each cost £12 10s. The upper one can be fitted without removing the existing hot spot

heat quickly and enable higher compression ratios to be used. Also on such heads the porting is usually designed to assist in increasing efficiency rather than being a compromise between efficiency and production cost as is the case with some standard engines. Special heads may result in a decrease in m.p.g., owing in part to the use of larger ports, but the increase in performance must, of course, be paid for in one way or another.

Fitting twin carburettors is not a move that the amateur should attempt on his own. Normally S.U. carburettors are used, although an interesting newcomer is the twin-choke Solex; but choke sizes and jet or needle sizes must be selected carefully. Additionally, it is most important in multi-carburettor installations to make the linkages really robust, so that the carburettors work together smoothly for long periods.

In this field the motorist is well cared for. A number of firms have evolved, tried and tested multi-carburettor installations, and all of them undertake fitting, or will provide all the necessary parts for those who wish to carry out the conversion themselves. Sometimes motorists are surprised at the cost of this type of conversion, but it must

SEE HOW THEY RUN!

(Data from tests made by *The Autocar*)

Consela Productions—Ford conversions

Through gears m.p.h.	Standard 1952 Consul sec.	With Zephyr axle ratio sec.	Zephyr ratio and exhaust conversion sec.	Zephyr ratio, exhaust conversion and increased compression sec.
0–30	7.7	8.2	7.3	5.9
0–50	19.7	23.8	17.6	15.2
Top gear m.p.h.				
10–30	12.7	12.4	10.2	10.0
20–40	13.1	15.3	10.0	9.9
30–50	15.1	13.2	11.2	11.1
m.p.g.				
quiet driving ..	28	30	27	29
hard driving ..	24	25	23	23

Alexander Engineering—Standard Ten conversions

		Maximum speed in gears Second	Third	Top
Production car		36	52	74
Modified car		37	64	77
	Acceleration in	Top	and	Third
Production car	10–30 m.p.h.	14.6		9.1
Modified car	10–30 „	13.1		8.9
Production car	20–40 „	14.8		9.8
Modified car	20–40 „	13.2		9.5
Production car	30–50 „	16.7		13.0
Modified car	30–50 „	15.4		11.3
Production car	40–60 „	23.8		—
Modified car	40–60 „	19.8		17.5
		0 to 50 m.p.h.		0 to 60 m.p.h.
Production car		19.2		33.8
Modified car		17.6		28.5

Ace Service Station—Ford conversions

2-carburettor Consul:

	Standard Consul Sec.		Modified Consul Sec.
0–30 m.p.h.	7.7		6.0
0–50 „	19.7		14.2
0–60 „	31.1		20.5
20–40 „	8.7	second gear	6.4
30–50 „	15.1	top gear	11.8

2-carburettor 933 c.c. Anglia:
Acceleration from rest through gears to:

m.p.h.	Sec. Modified	Sec. Standard
30	8.6	9.4
50	28.7	48.1

Acceleration in top gear

m.p.h.	Sec. Modified	Sec. Standard
10–30	15.5	19.3
20–40	16.9	23.2
30–50	20.7	35.7

3-carburettor Zephyr:
Acceleration from rest through gears to:

m.p.h.	Standard Zephyr sec.	Modified Zephyr sec.
40	—	8.5
50	14.1	12.6
70	32.1	24.9

Acceleration in top gear:

m.p.h.	Standard Zephyr sec.	Modified Zephyr sec.:
20–40 top gear	9.2	8.1
30–50 top gear	10.2	8.5

Raymond Mays—Ford conversions (including multi carbs.)
Acceleration from rest through gears to:

m.p.h.	Zephyr sec.	Consul sec.
30	5.6	5.9
50	12.3	14.5
60	17.4	23.7
70	23.3	33.9
80	34.0	—
Acceleration in top gear:		
m.p.h.		
10–30	8.6	11.0
20–40	8.1	10.9
30–50	8.7	12.2
50–70	11.4	17.4

Made to Measure TUNING

Brakes:
British Belting and Asbestos, Ltd., Cleckheaton, Yorkshire, Mintex special brake linings.
Ferodo, Ltd., Chapel-en-Frith, Stockport, Cheshire, special brake linings.
Girling, Ltd., King's Road, Tyseley, Birmingham, disc brakes.
Small and Parkes, Ltd., Hendham Vale Works, Harpurhey, Manchester, 9, Don special brake linings.
Wellworthy, Ltd., Radial Works, Lymington, Hampshire, Alfin brake drums for many models, available through car manufacturers only.

Carburettors:
Ace Service Station (London), Ltd., North Circular Road, Stonebridge Park, London, N.W.10, three carburettor conversions for Ford Zephyr, and twin carburettor conversions for Ford Consul, Anglia and Prefect. Prices: Zephyr, £55; Consul, £27 10s; Anglia and Prefect, £21.
Alexander Engineering Co., Ltd., Thame Road, Haddenham, Buckinghamshire, twin carburettor conversions for Standard Ten, £35.
Solex, Ltd., Solex Works, 223-231, Marylebone Road, London, N.W.1.
S.U. Carburettor Co., Ltd., Wood Lane, Erdington, Birmingham, 24.
Dellow Motors, Ltd., Alvechurch, Nr. Birmingham, twin-carburettor conversions for Ford Anglia and Prefect, and Ford Eight and Ten.

Cylinder heads and inlet manifolds:
Aquaplane Company, Oulton Broad, Suffolk, special cylinder heads and multi-carburettor installations for Ford Anglia and Prefect (old and new types) and special manifolds for Consul and Zephyr. Superhead for old type Ford Ten, £11 17s 6d.
Dellow Motors, Ltd., inlet manifolds and fittings for Ford Eight and Ten.
Elva Engineering Company, London Road, Bexhill-on-Sea, Kent, Elva overhead valve, cylinder head conversion for Ford Anglia and Prefect, £58 10s; L.R.G. cylinder head conversion for old type Ford Eight and Ten, £65; high efficiency inlet manifold for Elva head, £4 10s.
Raymond Mays and Partners, Ltd., Bourne, Lincolnshire, cylinder head and carburettor conversions for Ford Zephyr and Consul. Prices: Zephyr, £75; Consul, £60.
Willment Speed Shop, The Works, Whitton Road, Twickenham, Middlesex.

Thin Cylinder Head Gaskets:
Richard Klinger, Ltd., Klingerit Works, Sidcup Kent, thin gaskets for all engines.

Exhaust systems:
Burgess Products Co., Ltd., Brookfield Road, Hinckley, Leicester, high efficiency silencers.
Consela Productions, Balfour Mews, Bridge Road, Edmonton, N.9, four- and six-branch manifolds for Ford Zephyr and Consul. Prices: Zephyr, £12 10s; Consul, £9 5s.
Dellow Motors, Ltd., four-branch exhaust manifolds for Ford Eight and Ten.
V. W. Derrington, Ltd., 159-161, London Road, Kingston-on-Thames, Surrey, manifolds for most popular cars.
Elva Engineering Company, London Road, Bexhill-on-Sea, Kent, four-branch manifolds for Elva head, £10 10s.
Servais Silencers, Ltd., Ashford Road, Cricklewood, London, N.W.2, high efficiency dual, four- and six-branch exhaust systems for Ford, Renault and Morris Minor cars.

Extensive conversions:
Alexander Engineering Co., Ltd., Alexander-Laystall conversions for B.M.C. range, Ford, Nash Metropolitan, and Standard Eight and Ten.
Endura Auto's Ltd., Shellgrove Road, London, N.16, conversions for Standard Eight and Ten, £38.
West Essex Engineering Co., Ltd., Brewery Works, Abridge, Essex, conversions for Volkswagens.

Ignition:
AC-Delco Division of General Motors, Ltd., Dunstable, Bedfordshire, oil filled coil. Also sparking plugs.
Commercial Ignition Co., Ltd., Great West Road, Brentford, Middlesex, Speed Coil for high-revving, high compression ratio engines, £1 16s.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19, sports coil, 6 and 12 v., £1 17s 6.
Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1, oil immersed coil, 6 or 12 v., £3 19s 6d; special high grade Tungsten contact sets, 12s 6d.

Superchargers:
Carburettors, Ltd., Grange Road, Willesden Green, London, N.W.10, low pressure Arnott superchargers for most modern cars. Prices from £65 to £120.
Shorrock Superchargers, Ltd., Fletchampstead Highway, Coventry Prices from £61 10s to £74s 10s.

Suspension:
L.M.B. Components. Ltd., 5, Albury Road, Guildford, Surrey, L.M.B. split axle conversion for Ford Popular, £37 10s.
Stabilizer Products, Ltd., Station Parade, Cricklewood, London, N.W.2, transverse stabilizer unit for all Ford models from 1932, prices from £3 3s 10d to £3 14s 3d.
Fisher, Morgan and Co. (1950), Ltd., Burley House, 5-11, Theobalds Road, London, W.C.1, Torkrods.

Transmission:
Alexander Engineering Co., Ltd., alternative ratios.
Bucklers, 67, Caversham Road, Reading, Berkshire, close ratio gears for new Ford Anglia and Prefect, £10 15s.
Dellow Motors, Ltd., alternative ratio crown wheels and pinions for Ford cars.
Laycock Engineering Co., Ltd., Millhouses, Sheffield, 8, Laycock-de Normanville electrically operated overdrives for several models.
Vehicle Developments, Ltd., 213-215, Gloucester Place, London, N.W.1. Hands manually operated overdrives for several models.

be remembered that carburettors are not cheap and, of course, they need individual air cleaner-silencers in addition to special operating linkages.

With higher compression, the ignition system may not work as well as before. Sufficient electrical voltage for an appropriate spark can be assured by the use of a sports or oil-filled coil, and the spark itself ensured by the use of suitable plugs. Usually the existing ignition system remains satisfactory. In the event of difficulty the plug manufacturers have alternative plugs to cope with any degree of engine tuning.

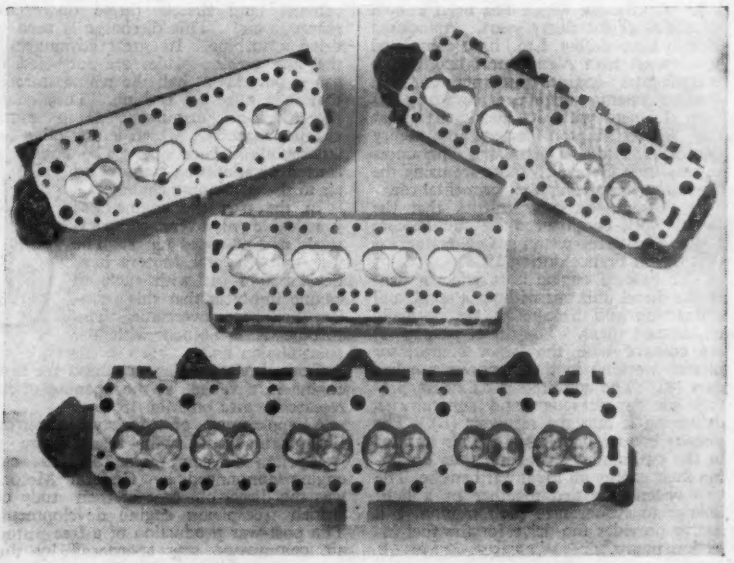
Supercharging has always had a fascination, dating, perhaps, from the days of high-pitched screams from blown racing cars. Nowadays superchargers are almost completely silent, yet not very widely used. Insurance premiums are usually increased when a blower is fitted.

Yet there remains much to be said for the supercharger for certain cars. Modern blowers are much more reliable as well as quieter than their predecessors. Flexibility on the gears is increased, and a great improvement is possible on cars that are high-geared. Engine wear need not be greatly accelerated if the driver does not use the blower unreasonably. For higher top speeds a different axle ratio or an overdrive should be used; but with the transmission in standard form, the supercharger will still improve acceleration and flexibility.

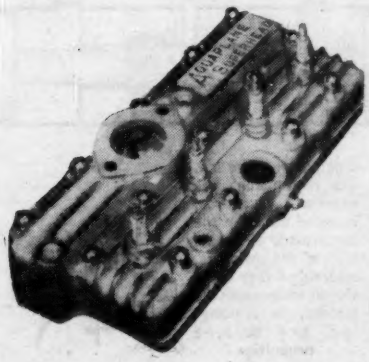
Increases in acceleration and top speed must be matched by braking efficiency. It is not reasonable, on any car, to tackle a complete conversion of the braking system; it would be cheaper to change to another model with a reserve of braking power before beginning the tuning. However, the two modifications that can be made are normally sufficient to afford the necessary increase in braking efficiency and the ability to withstand hard use.

The first is the fitting of special brake linings, available from most lining manufacturers. When these are fitted, substantially more pedal pressure for the same deceleration is usually necessary, but the brakes will not fade even under

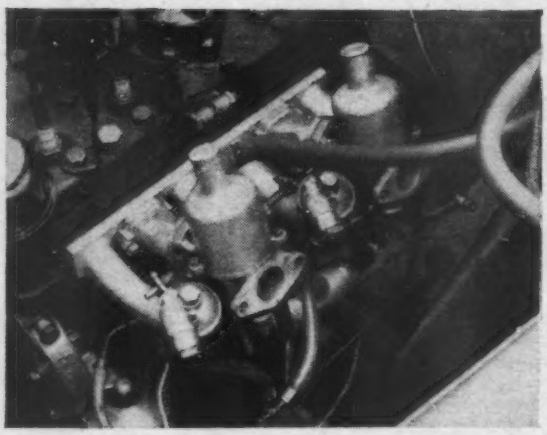
Right: There is a range of special cylinder heads available from the Alexander Engineering Co., Ltd. Top left is the head for the M.G. Magnette, Morris Oxford, and Austin A.50, and on the right for the Ford Consul. In the centre is a head for the M.G. and Wolseley Four Fortyfour, and below, a head for the Ford Zephyr and Zodiac



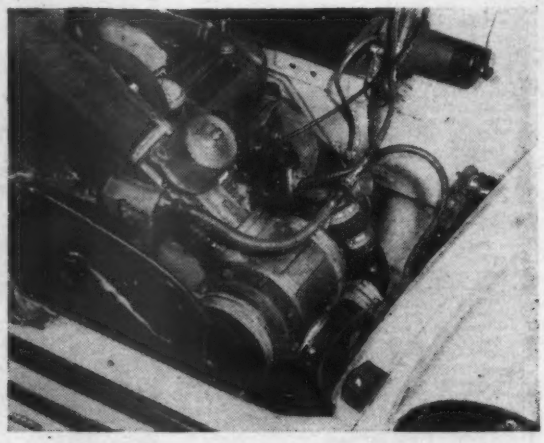
Below: This is the Aquaplane special cylinder head for the latest Anglia and Prefect models. Compression is increased. The price is £12 15s



Made to Measure TUNING



Servais make a four-branch manifold for the new Anglia and Prefect. Here the manifold is used with a two-carburettor installation



Another popular supercharger is the Arnott, which can also be accommodated under the o.h.v. Morris Minor bonnet

really hard use. Special brake drums are also available. These have a finned light-alloy body lined with iron, through which heat dissipation is speedy. If such drums are required an approach should be made to the manufacturer of the car, not to the manufacturers of the special drums.

Transmission alterations used to be very costly because they meant having a crown wheel and pinion made up specially to gear up the car. Many models nowadays—including the majority of the B.M.C. range—can be modified at no more than the cost of a quantity-produced crown wheel and pinion, plus fitting charges. An alternative axle ratio has been available for some years for the old-type Ford Anglia and Prefect.

If a new crown wheel and pinion cannot be obtained for any particular car, there is a good chance that an overdrive unit can be fitted. The electrically operated overdrive is expensive, and even that operated manually is not cheap. But each type is worth the money. One has standard gearing, which will give particularly good acceleration with a tuned engine, plus the overdrive, so that high maximum or cruising speeds can be achieved at reduced engine r.p.m.

Suspension can be influenced for the better and safer on a number of cars by the addition of Panhard rods, special spring dampers and even modified springs.

There are still on the market some spurious components for which near-miraculous claims are made. The motorist must decide carefully, and does best to stick to those firms whose reputation has been built up by user satisfaction. One thing is sure: the owner of a reasonably modern popular car can achieve a substantial improvement in performance these days without the fear of incurring trouble. Additionally, he can be reasonably confident of what he is getting before he pays the bill. R. M. C.

Free Piston Developments

TWO recent announcements focus attention on the free piston engine, a principle which has been known to engineers for thirty years. Associated British Engineering, Ltd., have completed agreements with Alan Muntz and Co. to manufacture engines incorporating the Pescara patents and a new company has been formed with its headquarters at the Wolverhampton factory of Henry Meadows, Ltd. The second announcement is that General Motors are using the Pescara principle in an experimental car.

It was in the early thirties that the initial work commenced on the Pescara engine and a free-piston gas generator was first run in France during 1938.

The Pescara engine is in effect a two-stroke diesel unit but without a crank and connecting rod linkage as we normally understand them. The diesel pistons (1) are co-axial with the larger compressor pistons working in the compressor cylinders (4). The compressor cylinders provide air for scavenge and supercharge, delivering it into the reservoir (B). The pistons bounce back from the air trapped in the cushioning chambers, thus obtaining their energy on the inward stroke. The two pistons are tied together by a light linkage to synchronize their motion, and it also provides the drive for the fuel injection pump.

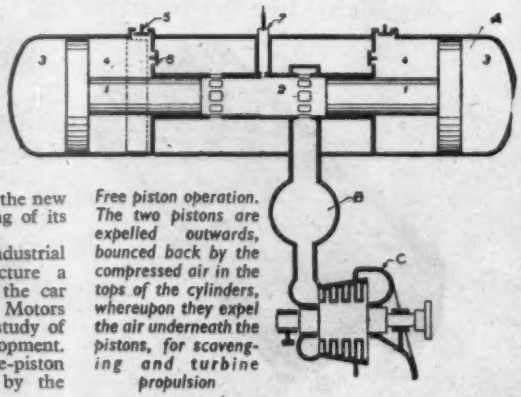
The principle is that the engine delivers a lot of excess scavenge air with the diesel exhaust (and diesels thrive on excess scavenge air). This discharge is used to drive a turbine. Its great advantage is that the turbine blades are subjected to gas at only about half the temperature of that in a pure gas turbine. They could therefore be manufactured in much cheaper materials, which is attractive for automobile applications. The engine is started by admitting compressed air to the cushioning chambers.

In the past the engine was practicable only over a comparatively narrow speed range. The fact that General Motors have developed a car with such an engine indicates that this problem has been overcome. The turbine is combined with the transmission unit.

General Motors plan to exhibit the new engine in a vehicle at the opening of its research centre on May 15.

A spokesman of Mackay Industrial Equipment, Ltd., who manufacture a free-piston air compressor, said the car engine announced by General Motors was the direct outcome of their study of British free-piston engine development. The post-war production of a free-piston air compressor was sponsored by the Ministry of Supply, the work being carried out by the engineering staff of Alan Muntz and Co., Ltd.

The compressor had been adopted as standard British Army equipment and was being used also by industrialists and civil engineering contractors. A number had been exported, and plans were in hand to step up production to meet the greatly increasing demand at home and overseas.



Free piston operation. The two pistons are expelled outwards, bounced back by the compressed air in the tops of the cylinders, whereupon they expel the air underneath the pistons, for scavenging and turbine propulsion

BRITISH EMPIRE TROPHY first six cars fitted with Ferodo linings

1st COOPER-CLIMAX – S. Moss
2nd LOTUS-CLIMAX – C. Chapman
3rd COOPER-CLIMAX – R. Salvadori
4th LOTUS-CLIMAX – M. Hawthorn
5th COOPER-CLIMAX – L. Leston
6th COOPER-CLIMAX – J. Russell

1st 1500c.c. CLASS – COOPER-CLIMAX – S. Moss
1st 2700c.c. CLASS – DAVID BROWN ASTON MARTIN – R. PARNELL

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For your Vauxhall—any Vauxhall—is a versatile car. Nibbling your way through the West End traffic, or gauging the width of an outsize trolley-bus, you thank heaven for its finger-tip gear change, its sensitive, recirculating-ball steering, its sure braking, its commanding road-view, the reserves of power in that 'square' Vauxhall engine. Away for a jaunt at the weekend, as relaxed as your passengers, with the needle hovering at sixty, you ask what's become of all the hills you used to know as a boy.

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★ ★ ★

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Syracuse Grand Prix

1ST FERRARI
J. M. FANGIO

2ND FERRARI
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3RD FERRARI
PETER COLLINS

(Subject to Official Confirmation)

ALSO USING SHELL FUEL

SPEED:

Opinions not Unanimous

On November 17, 1954, the Minister of Transport made an important statement on London traffic in the House of Commons. The London and Home Counties Traffic Advisory Committee were asked to review the 30 m.p.h. speed limit in the Metropolitan area in the light of modern traffic conditions, and they appointed a sub-committee under the chairmanship of Mr. A. Samuels, which has just reported back to Mr. Watkinson.

THE 30 m.p.h. limit should stay, and a maximum speed restriction on all roads is not yet necessary. These are two of the more important recommendations made by the London and Home Counties Traffic Advisory Committee in their report to the Minister of Transport, which has now been published.* As regards differentials, opinions were divided, but a two-thirds majority thought that a 40 m.p.h. limit should be introduced on roads joining restricted areas with the open country—a tapering-off process, in the words of Mr. Harold Watkinson.

One of the chief defences cited for continuation of the general 30 m.p.h. restriction is that it has kept down the accident figures, although the committee are careful to point out that this was a matter of opinion on the part of nearly all the bodies consulted and not of fact, "since the factors affecting accidents are so various and difficult to isolate." It is as well, perhaps, to mention that the organizations which submitted views are as opposed in their aims as the Pedestrians' Association, on the one hand, and the Standing Joint Committee of the automobile clubs on the other.

Looking at it from the point of view of traffic flow, they conclude that to make the most economical use of the road surface in congested areas, a 30 m.p.h. speed is best in the interests of all users, although they qualify this by pointing out the truth that if roads are fully adequate for the traffic using them, this factor does not apply. One of the incidental comments to which the Government should pay heed is that concerning the value of physically separating pedestrians from vehicles. This journal has long advocated the importance of segregation to road safety.

Another development which the committee strongly deplores—and here we, again, heartily agree—is the ribbon building along roads specially built to carry heavy volumes of traffic to and from London. "Totally ineffective planning control between the wars" has led to a state of affairs in which houses spring up by these highways, accidents result, and the imposition of speed limits inevitably follows: "a gradual process of yielding to local pressure." It is to be hoped that the Ministry of Transport is thinking hard and long over the forceful recommendations that dangerous conditions should "be dealt with by physical improvements to the roads, such as the provision of guard rails, modern traffic lights, bus bays, subways for pedestrians, street lighting, traffic islands and dual carriageways."

The American practices of maximum limits, and different restrictions for separate traffic lanes on the same road were studied, and the committee recommend that the principle of "speed zoning" (a fixed limit based on the speed of 85 per cent of the traffic) should be considered in principle on special stretches of road. Strict enforcement would "probably prove quite impossible"—an admission which they tacitly agree applies also to the present general 30 m.p.h. restriction, "although the limit is as a whole respected in truly built-up areas and this in itself is evidence that the present law is sound." Not many motorists who drive constantly in towns would agree with this assumption that the majority keep within the law.

"Lane jumping" does not come into the American motorist's vocabulary, for the offence is unforgivable over there. The committee would like propaganda to encourage lane discipline in Britain, but different limits on the same road would need stringent regulations to prevent disobedience, and they agree with the police that such rules would lead to almost insuperable complications.

One of the more fatuous sections of the report is that dealing with 100 m.p.h. cars—that much overworked term—to which the attention of the committee had been drawn. They state that the average driver is not competent to control a vehicle capable of this speed, especially if he is young and foolish. However, a foolhardy driver can be dangerous in charge of a car whatever its potentialities, and we find it difficult to see whether the voluntary restriction on the m.p.h. capabilities of models, which they recommend to be considered, would be practicable or solve the problem. Advance in design and science cannot be retarded, or civilization goes backwards, too. The maximum speed limit on roads, which they warn might be necessary if no limit is put on the speed of cars produced, would in our opinion be less undesirable.

That the erection of street lights should not automatically introduce a 30 m.p.h. speed limit is a good recommendation, though the committee would continue to permit this on unclassified roads. For too long has it been the local authority's infallible method of imposing an automatic limit on hitherto derestricted roads without getting Ministerial sanction. The Road Traffic Bill before Parliament would implement this recommendation.

Many people say that in the early hours of the morning there is no need for a speed limit; and quite often they set out to prove it. But the conclusion quoted in the report is that relaxation at present would be undesirable. The chief reason for this decision is that danger of accidents, which can be very serious at these times, would increase and that "it would be most undesirable to create the impression that fast driving in built-up areas during the early hours of the morning was safe under any circumstances."

Anomalies which at present exist in application of speed limits in the London area would, the members of the committee feel, largely disappear if a differential speed limit were introduced, as the majority recommended. The figure suggested is 40 m.p.h. The motoring organizations have protested that such a step would lead to a 40 m.p.h. restriction on roads at present de-limited, rather than the concession of a higher limit on roads at present in the thirties, but which could well take traffic moving faster. This fear is unfortunately borne out by a glance at the list of roads inspected by whole or part of the committee, where the general impression is one of the present status column filled with "unrestricted," while the suggested status one beside it in nearly every case declares boldly: 40 m.p.h.

In the view of the Road Research Laboratory, it is necessary to have at least one higher speed limit, and "indeed they would go so far as to maintain that, on the American principle, there is a case for a maximum speed limit on all roads."

The motorway implication of segregated traffic and fixed speeds can be read between the lines of several parts of the report. It appears again in the suggestion that if a differential limit is introduced it would be advantageous if a uniform speed could be maintained "in the interests of traffic movement as well as road safety."

The minority were quite strongly against the differential recommendation, but "in view of the sharp conflict of opinions expressed to the sub-committee and of the lack of data," consider that a 45 m.p.h. restriction might be tried experimentally. These four dissenting members thought, like the A.A. and R.A.C., that in practice differential speed limits would in most cases be applied to roads at present unrestricted.

Editorial comment will be found on page 371.

* *Report on the 30 m.p.h. Speed Limit in the London Traffic Area*, published by H.M. Stationery Office. Price 2s 6d.

Field Testing Facilities

VAUXHALL MOTORS are constructing an ambitious car testing circuit as an aid to research at the Luton factory. The 57-acre site is at Chaul End, four miles west of the factory and three miles south of the Dunstable plant which produces Bedford trucks.

Only prolonged high-speed driving will not be possible at the new engineering research and test centre. Otherwise all facilities are present: a 1,030ft length of *pavé*, 15ft wide; a rough track 855ft long; a mile of perimeter road, including a 1,400ft straight for brake testing, with a banked entry at 23 deg of superelevation. There will be, too, a dust tunnel, concrete area for vehicle handling, 700ft of washboard road and a long watersplash.

Later a concrete skid pan, another washboard surface, five varying gradients and a workshop will be installed, and finally a number of special surfaces will be laid. Total length of road and special tracks will be 4.6 miles over 5,500 sq yd of paved surface.

Construction is in four phases, with completion in 1959. Preliminary work started last September and part of the centre will come into use next month. The total cost will be £320,000, and each section of the research centre will come into use as it is completed.

Final staff is not likely to exceed 50 to 60 people, and Mr. Maurice Platt, Vauxhall's chief engineer, said that the company had no intention of stopping using MIRA's proving ground at Lindley, which was of great value.

IRISH EASTER

GLORIOUS, summerlike weather made the Ulster Automobile Club's Easter Circuit of Ireland Rally one of the best of the series, after dense fog had descended on the night navigation test, held in Co. Tyrone, soon after the Dublin and Belfast starters joined forces in Newry.

The test, giving three varied routes to the finish 12 miles away, resulted in all but 33 of the 158 starters being penalized and 16 being excluded from restarting on the second stage through being over an hour late.

The shock of this over, the chastened competitors continued to Derry, where the border was crossed into Eire. The course then ran southwards through the Donegal Mountains. In the darkness and fog E. V. Kerr (Ford Consul), of Belfast, ran off the road at an S-bend near Convoy and somersaulted 40ft into a river valley, landing with the car upside down, with a flattened roof. The driver was cut and bruised, but his two passengers were unhurt. As dawn broke the rally streamed down towards Sligo control, 264 miles from the start.

After breakfast a 25-mile run into Co. Mayo brought the field to the first driving test, a forwards and reverse test round pylons at a Y-junction, and here W. M. Glover (1,172 Dellow) was fastest in 22.6sec, followed by W. Chesney (1,172 Dellow), 23.6, and R. McKinney (Triumph TR3), 24.2.

The next route check was at Leenaun, Co. Galway, whence the route ran through Connemara to Galway and thence down through Co. Clare to the "Corkscrew Hill" near Lisdoonvarna. Here was a timed hill-climb, and A. G. Imhof (5.4 Allard-Cadillac) was outstanding, his 65.4sec being very considerably better than the 71.2 of R. McKinney (TR3) and 71.4 of Ron Adams (TR3), while fourth best was 72.0 by E. T. McMillen (TR3). Imhof led the field by two marks at the end of the first stage. A secret check two miles out caught some unduly early competitors, who suffered 100 marks penalty.

Sunday's run was 157 miles long, in and out of the mountains of Kerry and West Cork. After a check at Inchigeela the route ran to the first control near Drimoleague, but a secret check at Schull caught 25 competitors, amongst them Cecil Vard and Brian McCaldin (TR3s). After the control there was a downhill test round a hairpin, two fast bends and a tricky corner near the finish.

P. B. Hopkirk (TR3) and L. Manthorpe (M.G. A) tied for best time in 23sec followed by W. Chesney (1,172 Dellow), 23.2, and Ron Adams (TR3), E. McMillen (TR3) and M. Glover (1,172 Dellow) in 23.4. Fastest of the saloons was J. D. O'Leary's 1,192 Volkswagen in 23.6, but the Volkswagen of T. Connolly and the 1,172 Fords of G. Dyer and G. Kidney were only one-fifth sec slower. C. D. McCarthy (896 D.K.W.), of Essex, in 24.2, was fastest of the small saloons. T. P. O'Connell's Volkswagen rolled completely over coming out of the last bend and landed on the wheels again; he planted his foot hard down and completed the test in 35 seconds.

O'Connell in the next test—a forward and uphill reversing trial on difficult terrain at a Y-junction—was best of the saloons in 18.4sec, one-fifth faster than D. O'Leary (Volkswagen). Only two of the sports cars were faster, P. B. Hopkirk (TR3) accomplishing an immaculate 18.2, only for that in turn to be eclipsed a few minutes later by M. Glover (1,172 Dellow), who did a very fine 17.6sec. R. McKinney (TR3) was next best of the open cars in 18.6sec. Imhof had the worst of fortune here and possibly lost the rally as a result. His engine stalled as he went to reverse and the starter pinion stuck, with a resultant time of 43.4sec.

Then followed a leisurely 54-mile run back to Killarney.

That was the end of Easter Sunday's run with McKinney leading McMillen by one mark; Monday saw the 315-mile run back to Belfast. On the slopes of Slievenamon there was an intricate driving test round a hairpin, a pylon on a grassy island and a smart reverse. From here a navigation-type run (not officially a test) involving checks at four Civic Guard stations in a 49-mile run made the competitors hustle and caused quite a number who had not realized what this meant to be late at the next control, west of Mountrath. Here there was a test at a complex road junction, with three pylons, which involved three forward and two reversing runs.

Back in Northern Ireland, at Nutt's Corner Airfield, the last test of the day, held in darkness, started by a traffic-light signal and involved a tight dash round a pear-shaped course obstructed by five pylons placed just where a little sea-room would be useful. On the Tuesday, at Kirkistown Airfield, there was a straightforward dice over four laps of the race circuit, then a short run led to Bangor where there was a parking test followed by a diabolical braking test in a curved, downhill channel following a fast run-up, with bonus for speed and prohibitive penalty for failing to average 30 m.p.h. on the approach. A final scrutiny for defects and it was all over.

That braking test cost Dr. C. D. McCarthy (D.K.W.) the small saloon class, which went to the Irish driver R. Noble (D.K.W.). Even more disappointed competitors were the M.G. A team, who had seemed to have the team prize for open cars in the bag, only to learn that all three had been penalized at a secret check. A protest was lodged with the stewards and upheld by them, so that the M.G.s had their team prize after all.

Robin McKinney (TR3) emerged winner for the second year in succession, by the narrow margin of a fifth of a mark.

PROVISIONAL RESULTS:

Ulster Automobile Club Trophy: Mr. and Mrs. R. C. McKinney (1,991 Triumph TR3), 359.95 marks.

Castlereagh Trophy (visitor's award): M. D. D. Heather and B. F. Geary (1,991 Triumph), 372.35.

Novices' Trophy: C. G. C. Whaley and M. J. Ingram (803 Austin), 420.50.

Ladies' Trophy: Mrs. C. Fitzgerald and Miss M. Leonard (1,172 Ford), 709.90.

Touring Cars (up to 1,000 c.c.): 1, R. Noble and R. Graham (896 D.K.W.), 402.25; 2, C. Molyneaux and K. H. Allen (803 Austin), 402.80; 3, J. C. Millard and D. C. Reynolds (633 Fiat), 404.70.

Touring Cars (1,001-1,300 c.c.): 1, M. J. O'Mahoney and R. H. Tilson (1,192 Volkswagen), 383.95; 2, A. G. Ryan and J. C. McKechnie (1,192 Volkswagen), 387.90; 3, N. Quick, A. H. Hill and R. L. Ward, of Wilmslow (1,172 Ford), 400.20.

Touring Cars (over 1,300 c.c.): 1, J. Peile and R. Bell (1,390 Hillman), 395.75; 2, J. C. Little and C. R. Megaw (2,639 Austin), 403.60; 3, Dr. G. W. Houston and I. N. Lamont (1,390 Hillman), 429.95.

Sports Cars (any capacity): 1, Mr. and Mrs. R. C. McKinney (1,991 Triumph TR3), 359.95; 2, Mr. and Mrs. E. T. McMillen (1,991 Triumph TR3), 360.15; 3, M. D. D. Heather and B. F. Geary (1,991 Triumph TR2), 372.35.

Saloon Car Team Prize: Munster Volkswagens (O'Mahoney and Tilson, Ryan and J. C. McKechnie, J. D. O'Leary and A. M. Canty).

Sports Car Team Prize: Mr. E. J. Wilkinson's M.G. A team (P. H. S. Newel, W. R. Chambers and D. G. Johnston).

Ralph de Palma

THE death of Ralph de Palma, announced from South Pasadena, California, robs the United States not only of the most brilliant race driver she ever possessed but of an outstanding sporting diplomat. Born in Southern Italy, de Palma was taken to America by his parents while a child and became so essentially American that he never learned to speak his mother tongue.

Ralph started motor racing in 1908, at a time when speed contests were limited to dirt tracks, for it was not allowed to use the highway and Indianapolis had not then come into existence. He quickly distinguished himself not only as a clever driver, but as a perfect sportsman. At a time when there was much barnstorming and American drivers had the reputation of being "rough," de Palma set a high standard for himself, his car and his assistants. He never allowed his car out of the garage, even for practice, unless it was in spotless condition. His mechanics had always to be clad in white overalls.

De Palma's sportsmanship was exemplified in the 1912 Indianapolis race when, at the wheel of a sleeve-valve Mercedes, he led from the beginning to the four hundred and ninetieth mile. Then a piston caved in. He and his mechanic pushed the car to the pits, then, utterly exhausted, the driver collapsed, having lost the race with only one lap to go. On coming round, he raised a cheer for his rival and was the first to step forward and congratulate Joe Dawson on having won the Indianapolis "500."

In 1914 I took a French team to Indianapolis, where we realized that the real difficulty was in knowing how to take the turns. During the practice period de Palma came forward and remarked "Just tuck yourself in behind me for a few laps and I will show you the best place to enter the bends." This practice of "towing" was forbidden in the race, but to propose it voluntarily to a serious rival (eventually we won first three places) before the race was a much-appreciated piece of sportsmanship.

De Palma raced for Ballot at Le Mans in the 1921 French Grand Prix. Differences of opinion arose between the American and the somewhat irascible French manufacturer, and reached their height when Ballot discovered that de Palma had devised a scheme whereby gear changes were made by the mechanic, his nephew Peter de Paolo. With perfect synchronization, the driver would give a signal, declutch, and the mechanic would make the necessary gear change, the advantage being that the driver could keep both hands on the wheel and thus gain a second or a fraction of a second at each operation.

Quite by accident Ballot noticed this on the day before the race and was so enraged that he ordered the change-speed lever to be moved back to the right-hand side. The cordiality which had existed between driver and manufacturer ceased immediately, and de Palma was not displeased when Jimmie Murphy, on a Duesenberg, came home a winner.

Ralph de Palma retired from racing in 1934, after having taken part in 2,800 speed contests—and having won 2,500 of them.

W. F. B.

GUY'S CLIFFE

WARWICK

STONELEIGH

Stoneleigh village, where children were playing ball in the road. There were flowers in profusion and a green with a smithy thrown in. The white line guides drivers to the left, across a bridge, and away

A Mill, a Castle, an Abbey . . .

WE reached Warwick with night not far away. It was in the throes of a festival, as flags across the street testified, and after tea we walked through the fresh evening air; the spires and arches of the old county town were silhouetted against a sky which was of that soft silky shade, neither midnight blue nor violet. We leaned over the bridge and listened to the rushing water; beneath us the rounded outlines of trees were reflected in the still river, soon to break up and tumble over the weir.

In the morning light we examined the county town at leisure, starting with the west gate (where pedestrians pass through an arch reminiscent of a Cheddar cave) and Lord Leycester's Hospital. This is a leaning wood and beam structure for old, wounded soldiers, endowed by Robert Dudley, Earl of Leicester, and is on a steep hill at the bottom of the High Street. Some of the wood was notched and eaten.

The next interest point was the east gate—another arch, but this time railed off from pedestrians; a small church-like building over it adjoins King's High School for Girls, and I believe is part of it.

Cars cannot be parked in Mill Street, but there is space to turn round at the bottom, taking time to look through the paling at some old stocks whose large padlock (now rust-eroded as though the mice had been nibbling at it) must have sealed the disgrace of many a Warwick defaulter. Up above towers the castle, and black and white half-timbered houses line the street. Wallflowers were in bloom, and pale yellowish-brown wistaria buds gave a foretaste of the backcloth to the next scene. We caught a glimpse of blue and white Wedgwood china through a leaded window.

Dark clouds made it clear that the sun was sulking, so we took refuge in a warm car and headed north on A46. Guy's Cliffe is only a mile out of the town, close to the main road. The old mill is now a restaurant, with a large parking space in front, but the water wheel still turns its dripping circle of dark wooden planks, for all the world like a miniature Ferris wheel at a fair.

My friend had an old affection for the place, formed during many visits during the war, and she resented the new order of things, as does anyone who has had a memory picture broken by changes of the years. She did not like the air of cleanness round the place, the whole panes in the mill windows, or the row of tulips in front of it, while admitting that the restaurant would be perfect for special-occasion eating. We walked round by the river and across wooden bridges to the other bank, to look back on a ruined mansion with a chapel under the cliffs. Empty houses always give me the creeps.

If you continue up A46 to Kenilworth and turn off on to B4103 to see the castle, remember that there is a ford to be splashed through. It gave the pleasure that a child gets from stamping in a puddle, though we made sure it was not *too* deep before going through. Kenilworth itself is disappointing, for the castle from the outside is a rather ugly mass of reddish brick ruins, though no doubt I lay myself open to the scorn of many who like the place. We tried to think of its history and my friend suggested that Lady Godiva lived here; I didn't think so. . . . I have never read *Kenilworth*, and determined to do so at the first opportunity.

Two little children were scooting up and down the car park; not many vehicles were there as the castle is closed on Sunday. We were to be unlucky once more that morning, for Stoneleigh Abbey is open only in the afternoons, and we had to content ourselves with a glimpse of the high, straight building in its setting of trees, across fields which dipped for a river and then rose again.

Stoneleigh is a matter of three miles or so from Kenilworth, and it is well worth visiting the village. Just before reaching it, we crept gently past a school of horses, some of their be-capped riders quite young children. They trotted slowly past the smithy—in the centre of a green—with an enormous horse-shoe built-in; a neighbouring chestnut tree was in proud bloom, and we would have sung the old song if either of us could keep to a note. The prevailing brickwork colour is pink or a reddish tinge; there are television aerials on some of the cottages, and they have leaded windows, sometimes a thatch, and front gardens bright with pansies.

S. C.

The Sport

UNSOLICITED

NATIONAL PERMITS

THE MULTITUDE of motor clubs, the many sporting events which they hold, and the great enthusiasm for motor sport in this country have long been a source of envy and admiration among those concerned with motor racing in foreign lands. I think, however, that this latest piece of evidence of this attitude among foreigners is magnificent; it should cheer up one or two of the Dismal Jimmies who feel that we aren't doing as well as we should be.

One of Rome's leading sports writers, commenting on the Tour of Sicily in a large circulation evening paper, urged Italian motor clubs to take Peter Collins' victory as a lesson and a warning. He said:

"These young British daredevils are hacking at the pedestals of our motor racing idols. The last three big races in Sicily have been won by Britons—C. A. S. Brooks won the 1955 Syracuse G.P.; the Stirling Moss-Peter Collins team won the Targa Florio, and Collins took the Tour of Sicily on Sunday.

"But who are these British drivers who seem to want to succeed the Italians and Argentinians to the thrones of motor-racing? They are youngsters, perfectly trained and dedicated to motor-racing, who in their free time work on the engines of their cars themselves; who move from race to race, taking part in long, gruelling road events and the short, tense track races.

"They are the products of clubs where politics and speeches are unknown, and whose aim is not to publicize the make of any particular car—as in Italy. These clubs have sound teachers; the members talk about cars, plan their races, carry out long post-mortems after an event; above all, members prepare for the Grand Prix victories of tomorrow.

"These are the kind of clubs which Italy, with its long tradition of great racing drivers, needs today. Let these British victories be a lesson to us."

There it is, and the clubs whose enthusiasm has brought it all about may feel justly proud.

ONE OR TWO CLUBS, who have obtained National permits for their events, are beginning to wonder whether the current scheme of Priority Dates and Grade 1 drivers is not restricting the type of event that the public wants to see. Briefly, it may be recalled, the scheme works like this. Drivers have been divided into two classes, 1 and 2; Class 1, the top names, are debarred from competing in events outside their own country which do not appear in the International Calendar, but can compete to their hearts' content in International events in any country. So far as National events are concerned, they may compete only in those held in their own country. Class 2, however, can compete in all events in their own country, National and International, and those foreign events to which their presence has been invited.

Organizers of events to which a National permit has been granted argue that it is now impossible to make up a field for a first-class National formula 1 event. This, to some extent, is true; from the preceding paragraph it will be realized that they are, in this country at any rate, limited to British Grade 1 (and, of course, Grade 2) drivers and such foreign Grade 2 drivers as they can entice to their meetings. What, they ask, are they to do to make up a good enough field to draw the crowds and, by the very success of their meetings, become entitled, perhaps, to an International permit?

All this is fair enough; the scheme, however, is an interim measure, introduced to clear up some far bigger difficulties, and is bound to have its anomalies. It must be remembered that in last year's International Calendar there were somewhere around 120 race meetings. This meant that if every organizer of an event on this formidable list were to run a successful meeting he had to entice the great names to come along; worse still, the great names had not a hope of going to every meeting and, finally, many of the organizers had even less hope of being able to afford the sort of starting money they required. The result of all this was that the so-called International meetings produced, on one or two occasions, a couple, only, of little known foreign names. Apart from being somewhat farcical, this billing of "International" for what were, in effect, British National events smacked of dishonesty.

It may well be frustrating and difficult for those clubs who have National permits for, say, three meetings during the season; certainly they are not going to get the Fangios and the Castellottis for their formula 1 events. They probably would not have been able to afford them anyway, even if they had International permits; they do, at least, have the satisfaction of knowing that the 50-odd International dates this year (of which something over 30 are in Europe) will be well attended, successful meetings.

There are, without any doubt, far too many meetings on the National Calendar. By the very difficulties involved in running successful National meetings, organizers may be discouraged from applying for too many dates. Once more, there is the thought that, were two or three clubs to combine together to run a really successful National meeting, the consequent reduction in numbers would be far better than an overcrowded Calendar of poorly attended meetings.

THE B.R.S.C.C. is to run a race at Brands Hatch on October 14 for the new formula 2 which, it is hoped, will be introduced in 1957—for unsupercharged racing cars of up to 1,500 c.c. The intention is to provide potential constructors of contenders for this formula with an opportunity of testing their new cars under racing conditions before the formula actually comes into force. The lessons learned may then

Water? Lucozade? Orange juice? Peter Collins takes in refreshment during his successful drive in the Tour of Sicily. Photograph by Louis Klemantaski, who accompanied him during the race

S.U.

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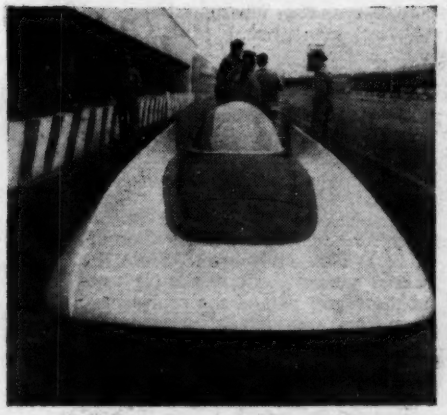
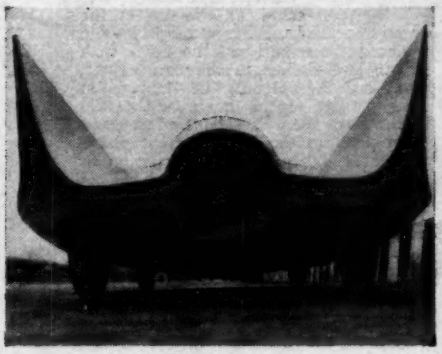


For record breaking: Count Johnnie Lurani's latest Nibbio, with single-cylinder, 500 c.c. Moto-Guzzi engine and an output of nearly 60 b.h.p. The engine lies flat in the frame, with the cylinder head forward



be incorporated in the 1957 cars before racing starts.

Although there may not be many single-seater racing cars in this particular event, the 1½-litre sports-racing constructors will be able to disregard the sports car regulations. Dynamos, starters, batteries and so on will not have to be carried, nor will the cars have to run on pump fuel. Furthermore, by then the twin-o.h.c. Climax engine may be available, also the new twin-o.h.c. M.G. unit, examples of which were seen at the T.T. last year.

WITH THE CONFIRMATION of the Le Mans date as July 28-29 and that of the German sports car race at the Nurburgring as August 5 (this event takes the place of the German Grand Prix) the Swedish Grand Prix for sports cars moves to August 12. The Swedes, having given up their date to Le Mans, have gained considerably in the status of their event which now counts towards the World Championship for sports cars—*la Coupe de la Commission Sportive Internationale.*

THE RAND G.P., run on the Palmeitfontein aerodrome circuit, was won by Peter Whitehead in the 3-litre Ferrari; he lapped consistently at 85 m.p.h. and was never seriously challenged, despite failing brakes towards the end of the race. Bill Holt (2½-litre Connaught) was disqualified for refuelling with the engine running, leaving the way open for the South African drivers, D. Jennings and W. Meisner, to fill second and third places; Jennings' Riley also won the 1,500 c.c. class, and A. V. Pinheiro won the handicap section of the event in an Austin-Healey.

A one-hour production car event, with Le Mans-type start, produced some lurid cornering. A. D.K.W. managed to hold—but not to pass—an Austin A.50, and a Dyna Panhard ran away from cars considerably larger than itself. First on handicap was M. Silverman's Austin A.50, chased throughout by Blewitt's Borgward Isabella. In third and fourth positions came front-wheel-drive exponents J. Aukema (D.K.W.) and J. Smith (Dyna Panhard). Worthy of note was B. Smith's old Talbot 105 which, though 20 years old, gave many of the moderns a run for their money.

The formula 3 event was run concurrently with one for M.G. variants, the former being won by Fergusson's Cooper-Norton and the latter by A. Shiers. The South African variations on the M.G. theme are apparently unending—through force of circumstances. Though they can build frames and bodies, they are lacking engines of over 1½ litres because of import control.

THE DATE for the North Staffs M.C. National Open meeting at Oulton Park is now June 9, not April 28.

THE ENTRY LIST for the London M.C.'s Little Rally (tomorrow, Saturday) finally closed at 420, plus 11 reserves—the maximum that can be handled with any certainty that all of them will carry out the eight driving tests in daylight.

MONTE CARLO WINNER Ronnie Adams, and Ernest McMillen, are to drive a Triumph TR3 in the Mille Miglia on April 28-29. The car has been modified so that it is eligible to run in the up to 2,000 c.c. *Gran Turismo* class.

The Sport

TOMORROW COMES the B.A.R.C. International meeting at Aintree, with a first-class entry and a full day's racing. Foremost event is the Aintree International 200-mile race for formula 1, with Stirling Moss in a works Maserati, Hawthorn and Brooks in B.R.M.s, Scott-Brown and Titterington in Syracuse Connaughts, Harry Schell in a Vanwall and no fewer than five—and possibly six—privately owned 250F Maseratis; Salvadori will drive the Gilbey Engineering car, Brabham in what used to be the Owen Maserati, and Rosier, Halford and Gould will also be Maserati-mounted; Ken Wharton will probably drive Stirling Moss' own 250F, making a total of six private Maseratis. Young and Gibson, too, will drive Connaughts, Gerard his Cooper-Bristol, and Emery the Emeryson.

The programme starts at 11 a.m. with a scratch race for production cars; a couple of XK140s, a 300SL Mercedes Benz, two Riley Pathfinders, two Alfa Romeos, an A.90, Porsche, Ford Anglia, D.K.W., Bristol 403 and others will compete in the eight-lap (24 miles) event.

At 11.45 comes another eight-lap event, this time for unsupercharged sports cars not exceeding two litres. Of the 34 entries received for this event, no fewer than 20 will be Climax-powered, the remainder including a couple of Maseratis, a Porsche, a Lister-Bristol, Cooper-Bristol, three Lotus-Bristols, Tojeiro-Bristol, Lister-Maserati—in fact, every worthwhile car in this class in the country. Drivers include Stirling Moss, in a Cooper-Climax, Scott-Brown, Gammon, Chapman, Bicknell, Bueb, Salvadori, Kasterine, Anthony, Bonnier, Nurse—the lot.

The formula 3 event at 12.30 p.m. has an entry of 30 cars, all the leading half-litre exponents being there. At

COMING SHORTLY

APRIL 20.—Volkswagen O.C. Annual general meeting, Clarendon Restaurant, London, W.6, 7 for 7.30 p.m.
21.—B.A.R.C. Race meeting, Aintree, near Liverpool, 11 a.m.
21.—Vintage S.C.C. Race meeting, Silverstone, Northamptonshire, 12.15 p.m.
21.—London M.C. Little Rally, Queens Hotel, Farnborough, Hampshire, 6 a.m.
21.—Sunbac. Llandudno Rally, Holt Fleet Hotel, Holt Fleet, near Droitwich, Worcestershire, 8 a.m.
21-22.—North Devon M.C. Ilfracombe Rally, starting from Ilfracombe, Plymouth, Bristol and Salisbury.
22.—Coventry and Warwickshire M.C. National Benzole Trophy car rally, Sportsman's Arms Hotel, Birmingham Road, Allesley, Coventry, 10 a.m.
22.—Thames Estuary A.C. Day of dicing, Matching Green Airfield, Essex, 11 a.m.
22.—Lagonda Club. April run, Kings Head Hotel, Holtspur, near Beaconsfield, Buckinghamshire, 2.15 p.m.
22.—Lancashire and Cheshire C.C. Derbyshire Sporting Trial, New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbyshire, 11 a.m.
22.—Leicestershire C.C. Summer driving tests, Husbands Bosworth Airfield, Leicestershire, 2 p.m.
22.—Brent Vale M.C. Founder's Trophy driving tests, Heston Aerodrome, Middlesex, 2 p.m.
22.—Veteran C.C. Woburn Park Rally, Woburn Park, Bedfordshire, 10 a.m.
25.—A.C. Owners' Club. Annual general meeting, The Marlborough Head, North Audley Street, London, W 1, 8 p.m.
26-28.—Acropolis Rally, Greece.
27-28.—Midland A.C. *Birmingham Post* motor rally, Civic Centre, Birmingham, 10 p.m.
28.—Bentley D.C. Annual general meeting, Bear Hotel, Woodstock, Oxfordshire, 3 p.m.
28-29.—Mille Miglia, Italy.
29.—West Essex C.C. Speed trial, Matching Green Airfield, Essex, 11 a.m.
29.—Winfield J.C. Race meeting, Charterhall, Berwickshire, 2.30 p.m.
29.—Ilkley and District M.C. Pennines Trial, Royalty Inn, Otley Chevin, Yorkshire, 1 p.m.
29.—B.A.R.C. (East Sussex Centre). Annual rally, Downs Hotel, Hassocks, Sussex, 9.30 a.m.
29.—Airedale and Pennine M.C.C. Dalesman Rally.

The Sport

2 p.m. comes the scratch event for unsupercharged sports cars of unlimited engine capacity. Among the 27 entries are eight D-type Jaguars, six C-types and five other cars powered by Jaguar engines. A Jaguar win, therefore, would seem likely, but there will be five DB3S Aston Martins to contend with, driven by Baxter, Graham Whitehead, Salvadori, Kyffin and an unnamed driver. Three of the D-type Jaguars will be the *Ecurie Ecosse* cars driven by Flockhart, Sanderson and Titterington; Duncan Hamilton, Bob Berry, McMillan, Blond and Baillie will also drive D-types. The older C-types will be driven by Manduca, Piper, Allison, Margulies and Trimble. Cunningham-Reid will drive the works-entered H.W.M., Head his Cooper-Jaguar, Musy an Alfa Romeo and J. Clark the hybrid H.W.M.-Alta-Jaguar.

SOMETHING LIKE 150 members of the Bugatti Owners' Club made climbs of Prescott hill during the club's testing weekend on April 7 and 8. During the weekend, Michael Christie unofficially lowered Ken Wharton's hill record (43.7sec) with a climb of 43.36sec in the Cooper.

The 12th International Prescott will be held on Sunday, May 6—the day after the *Daily Express* Silverstone, starting at 11 a.m. Entries for this meeting close today, April 20; secretary of the meeting is Wing Cdr. C. P. Osmond, 21, South East Road, Leighton Buzzard. The hill will be open for practice on Saturday, May 5, from 11 a.m. until 6 p.m. Since last season a great many of the big trees in the centre part of the course have been felled, considerably improving the view obtained from the spectators' enclosures.

PETER GARNIER.

VI Gran Premio Siracusa

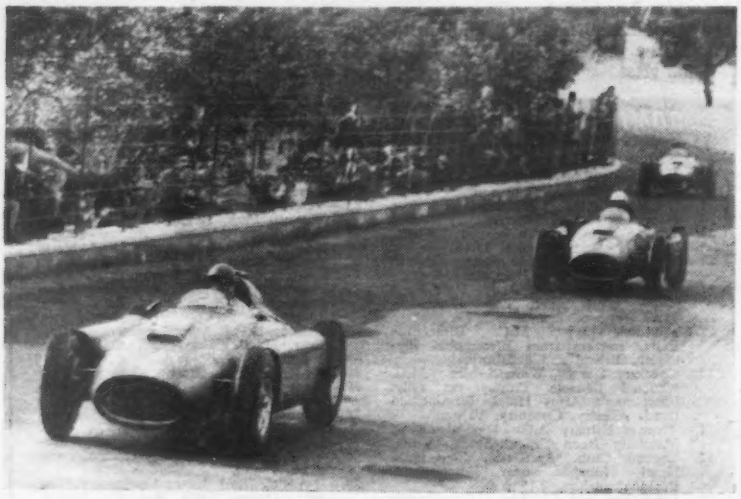
THE Syracuse Grand Prix sprang into prominence last year, when C. A. S. Brooks in a Connaught beat the works Maseratis fairly and squarely. This year the race, held last Sunday, attracted a full team of four cars from Ferrari (Fangio, Castellotti and Musso in modified Lancias with Ferrari rear ends, and Collins in a Lancia), two Connaughts (Desmond Titterington and Scotti, erstwhile sports car driver, who had bought one of them), and one from Maserati (Behra in a fuel-injection car, marked in the programme as "experimental"). Gordini sent two cars with Manzon and da Silva Ramos. A team of privately-owned but works-supported Maseratis (Villoresi, Gerini and Piotti), Horace Gould's Maserati, and Scarlatti and Taraschi in old Ferraris completed the entry list of 15 cars.

The circuit lies just outside the ancient port of Syracuse. After a short straight over a level crossing some fast bends lead to a left-hand hairpin, banked on the inside and reminiscent of La Source at Spa. A downhill stretch with fast left, right, left bends completes the second leg of the triangle, each bend being superelevated and banked, and the second one leading to the pit area.

Fangio was fastest in the first practice session, and again on the second, his best lap in 1min 58sec bettering Tony Brooks' previous record of 2min 0.2sec. Other notable times were clocked by Castellotti (Ferrari-Lancia) in 1min 58.9sec, and Behra (Maserati) in 1min 59.6sec. Peter Collins' best was 2min 2.1sec.

During the night following the second practice, Scotti's Connaught had a change of engine, Titterington's had the fuel tanks repaired, and Gould (Maserati) changed a fuel pump and increased his valve clearances.

Both practice days had been very hot, and race day, although cloudy at first, became equally hot, but with a strong breeze blowing across the circuit. At 2.30 for 3 (as the invitations say) the cars were wheeled out on to the grid, or driven round for a lap, and lined up in rows of threes and twos according to practice times. A large crowd was assembled round the circuit, the stands were crammed, and as Castagneto (the Mille Miglia organizer and clerk of the course at Syracuse) dropped the flag, Castellotti shot away to lead the field into the hairpin on the first of 80 laps. Horace Gould's Maserati, recovered from its practice troubles, had gained fourth place by the hairpin and then broke a tooth in the back axle—the first casualty.



With Villoresi's Maserati well behind, the final laps became an ordered procession for the Lancia-Ferraris of Fangio, Musso, and Collins

At the end of lap one the four Ferraris were in line astern, with Behra's Maserati tailing them. Villoresi was a short way behind, then came Titterington in the green Connaught. After four laps, Fangio replaced Castellotti in the lead with Musso and Collins in close attendance, and, on the eighth, he lapped in 1min 59.9sec—102.6 m.p.h. and fastest of the day. Behra's gallant effort came to an end, to the crowd's great disappointment, when a lubrication pipe to the injector mechanism fractured.

All real opposition had now vanished, and the four leaders amused themselves and the crowd by shuffling among themselves. On the eleventh lap Titterington visited his pit with misfiring and finally retired after completing 22 laps—a pity, as he was gaining some two seconds per lap on Villoresi. Scotti meanwhile had abandoned his Connaught on the far side of the circuit with rear axle failure. Thus all the English cars and drivers were out except for Peter Collins in the Lancia, who was easily holding his three teammates in the modified cars.

On the 39th lap Castellotti, whilst in the lead, overdid things on leaving one of the banked curves, hit the inside wall, damaged his steering and had to retire. Had his team mate Fangio not been creeping up on the inside, he might have had room to recover.

Collins was thrice allowed into the lead for a few laps, and then Fangio was ordered to stay in front to the end. Villoresi had taken fourth place after Castellotti's retirement, and his team mate Gerini lay fifth. Manzon's Gordini, despite frequent stops for oil, was going very fast and for quite a few laps interfered with the Ferrari procession, nipping in among them on the corners.

Thus the race continued in ordered procession and Fangio, Musso and Collins crossed the line in close company and echelon formation, while Villoresi, with one of his rear shock-absorbers trailing along the ground, was a good fourth only two laps behind.

The Connaught challenge faded away this year, mechanical troubles once again robbing British cars of a good showing. Although they could not have beaten the Lancia-Ferraris, Titterington's car should have led the rest past the post.

RESULTS (80 laps of 3.4-mile circuit)

1, Lancia-Ferrari (Fangio), 2hr 48min 59.9sec, 97.07 m.p.h.; 2, Lancia-Ferrari (Musso); 3, Lancia (Collins); 4, Maserati (Villoresi), 78 laps; 5, Maserati (Gerini), 77; 6, Gordini (Manzon), 76; 7, Maserati (Piotti), 75. **Fastest lap:** Fangio, 1min 59.9sec, 102.62 m.p.h. (record).

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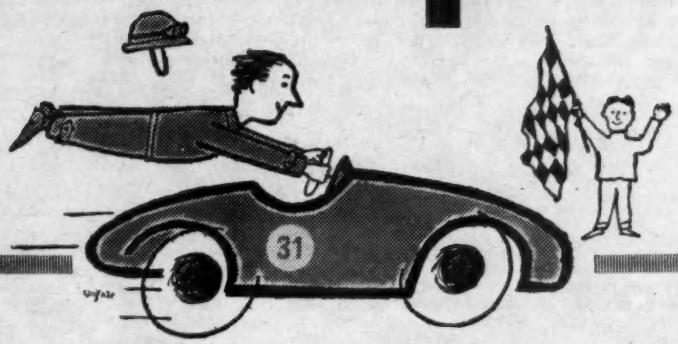

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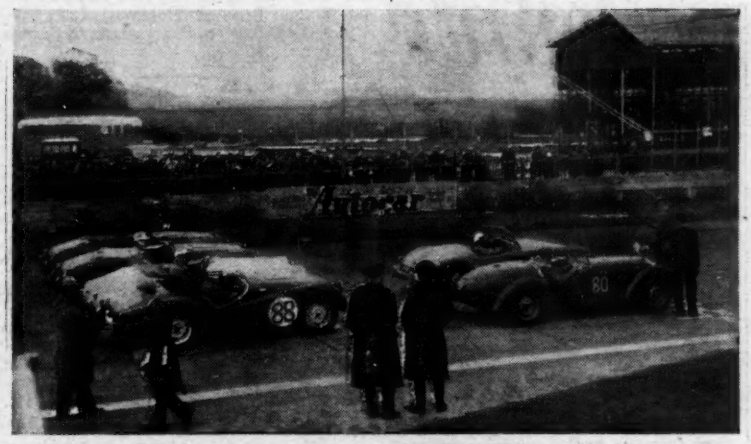

Hazel Dunham (M.G. A) watches the starter's flag for a 5-lap handicap race while beside her number 80, M. C. Sleep's Healey—the eventual winner—waits his turn. Behind, a TR2 quartet

M-M-Members' G-G-Goodwood

RETURN of winter weather conditions last week-end did not prevent B.A.R.C. members enjoying an excellent afternoon of racing at Goodwood. A cold east wind swept the circuit, but at least it remained dry.

The eight-race programme included three scratch events; the first two for cars up to 1,250 c.c. and 1,500 c.c. were run concurrently. This produced a duel between R. F. Bloxam (Lotus-M.G.) and P. J. S. Lumsden (Lotus-Climax), Bloxam leading until the end of lap 3 when Lumsden slipped past, to be retaken by the Lotus-M.G. on the last lap. Bloxam finished 4/5sec ahead, although the two cars were running in different classes. Oil on the road caused a last-lap scramble at the chicane, when four cars spun in rapid succession. E. Pool overturned his Lester-Climax coupé, but was unhurt.

A ten-lap scratch race for cars over 1½-litres and up to 3½-litres—the main event of the day—was dominated by M. W. Head, who led throughout in his white Cooper-Jaguar, driving with a precision that merited the applause as he finished. T. Kyffin (Aston Martin DB3S) held second station and Hans Davids (Aston Martin DB3S) displaced D. S. Shale (Austin-Healey) at half distance for third place. The Earl of Suffolk and Berkshire overturned his Triumph TR2 at Fordwater but escaped injury, and A. G. Cochrane's unsteady progress through the chicane with his Morgan demolished a fair portion of the fencing.

Very close finishes were not seen in the five-lap events, except for the ladies' race, which was excellent. It seemed that Hazel Dunham (M.G. A), on the limit, would not be caught, but Jean Bloxam (Lotus-M.G.), who started from scratch, managed it on the fourth lap, hotly pursued by Patsy Burt's Aston Martin DB2-4 which finished 1 1/5sec astern.

The closed car handicap saw a spirited struggle for leadership between K. W. Moore (Renault 750) and J. K. Bell (Morris Minor), the latter moving into first place on the last lap. R. E. Playford's ex-Moss Jaguar XK120 suffered a puncture on the warming-up lap, but by dint of a rapid wheel change, the car reached the starting grid in time and went on to take fourth place from scratch.

P. S. Renson-Smith (Austin-Healey) and S. A. Hurrell (Triumph TR2) about to be lapped by M. W. Head (Cooper-Jaguar) in the 10-lap scratch race

RESULTS (lap distances 2.4 miles)

Scratch races

A and B (5 laps): Up to 1,250 c.c.: 1, Lotus-Climax 1,098 (P. J. S. Lumsden), 9min 12sec, 78.26 m.p.h.; 2, Cooper-Climax 1,098 (K. Greene), 9min 17.2sec; 3, Lotus-Climax 1,098 (W. S. Frost), 9min 41.8sec. Fastest lap: P. J. S. Lumsden, 1min 48.4sec, 79.70 m.p.h. **1,251 to 1,500:** 1, Lotus-M.G. 1,467 (R. F. Bloxam), 9min 11.2sec, 78.37 m.p.h.; 2, Weldangrind 1,467 (S. G. Young), 10min 4.2sec; 3, Leonard-M.G. 1,496 (N. R. Hicks), 10min 11.8sec. Fastest lap: R. F. Bloxam, 1min 48.6sec, 79.56 m.p.h. **C (10 laps): 1,500 to 3,500:** 1, Cooper-Jaguar 3,442 (M. W. Head), 17min 44sec, 81.20 m.p.h.; 2, Aston Martin DB3S 2,922 (T. T. Kyffin), 18min 6.4sec; 3, Aston Martin DB3S 2,922 (H. Davids), 18min 16.6sec. Fastest lap: M. W. Head, 1min 44sec, 83.08 m.p.h.

Handicap races (5 laps each)

Ladies' race: 1, Lotus-M.G. 1,467 (Mrs. J. Bloxam) scr., 10min 47.6sec, 71.69 m.p.h.; 2, Aston Martin DB2-4 2,922 (Miss P. Burt) scr., 10min 48.8sec; 3, Frazer-Nash 1,971 (Mrs. M. Seed) scr., 11min 2.2sec. Fastest lap: Mrs. Bloxam and Miss Burt, 1min 57sec, 73.85 m.p.h. **A (closed cars):** 1, Morris Minor 918 (J. K. Bell) h'cap 1min 45sec, 12min 22.2sec, 60.66 m.p.h.; 2, Renault 748 (K. W. Moore) 2min 10sec, 12min 28.4sec; 3, Aston Martin DB2 2,580 (D. F. Cornell) scr., 12min 31.8sec. Fastest lap: D. F. Cornell, 1min 59.6sec, 72.24 m.p.h. **B:** 1, Healey Silverstone 2,443 (M. C. Sleep) 1min, 11min 20.2sec, 68.55 m.p.h.; 2, M.G. 1,489 (Miss H. Dunham) 1min 15sec, 11min 33.6sec; 3, Triumph TR2 1,991 (F. O. Munns) 40sec, 11min 37.8sec. Fastest lap: S. G. Young (Weldangrind), 1min 56sec, 74.48 m.p.h. **C:** 1, Lotus-Climax 1,098 (M. J. Clay) 40sec, 11min 23.2sec, 73.44 m.p.h.; 2, Kieft-Climax 1,098 (J. Fisher) 1min 10sec, 11min 32.4sec; 3, Cooper-Climax 1,098 (K. Greene) 10sec, 11min 33.4sec. Fastest lap: P. J. S. Lumsden (Lotus-Climax) 1min 48.4sec, 79.70 m.p.h. **D:** 1, Aston Martin DB3S 2,922 (T. T. Kyffin) 35sec, 9min 23.6sec, 80.96 m.p.h.; 2, Jaguar XK120C 3,442 (J. M. Trimble) 50sec, 9min 33.8sec; 3, Aston Martin DB3S 2,922 (H. Davids) 35sec, 9min 36sec. Fastest lap: M. W. Head (Cooper-Jaguar), 1min 45sec, 83.58 m.p.h. **E:** 1, Riley 1,089 (R. McG. I. Ireland) 40sec, 10min 52.4sec, 70.52 m.p.h.; 2, Triumph TR2 1,991 (D. L. Buss) 20sec, 11min 28.4sec; 3, Morgan 1,991 (R. S. Benzon) 15sec, 11min 28.6sec. Fastest lap: J. H. Fredman (Jaguar XK120), 1min 58.6sec, 74.10 m.p.h

CLUB NEWS

Rover Sports Register.—A navigational rally will take place in the Cotswolds on Sunday, May 6, and on the following day members will visit the Rover works at Solihull, Warwickshire. Details are available from T. L. J. Bentley, 11, Woodhall Drive, Pinner, Middlesex.

Maidstone and Mid-Kent M.C.—Regulations are available for the Silverstone race meeting on Saturday, May 12. Invited clubs are Seven-Fifty M.C., B.R.S.C.C., Sunbac, B.A.R.C., London M.C., M.G.C.C. and Peterborough M.C. There are events for formula 3 racing cars, saloons and sports cars, and 750 and 1172 formula cars. Entries should be sent by April 30 to L. G. Riley, The Rilco Glass Co., Ltd., P.O. Box No. 27, Maidstone, Kent.

Morgan 4-4 Club.—Clubs invited to compete in the Spring Rally on April 29 are B.A.R.C., Evesham A.C., Herefordshire M.C., London M.C., M.G.C.C., Northampton and D.M.C. and Wolverhampton and South Staffs C.C. Starting points are Oxford and Bromsgrove, and the 150-mile route will finish at Moreton-in-Marsh. Entries should reach the secretary of the rally, R. E. Meredith, 152, Worcester Road, Bromsgrove, Worcestershire, by Monday, April 23.

West Cornwall M.C.—Fine weather brought out a record crowd to watch the Trengwainton hill-climb on Easter Monday. During the afternoon T. G. Cunane, driving a Lotus-M.G., broke the hill record with a time of 25.19sec.

RESULTS

Best time of the day: Lotus-M.G. (T. G. Cunane), 25.19sec.

Best time by lady driver: A.C. Ace (Mrs. B. L. Park), 26.74sec.

Trewoofe Trophy (best M.G.): J. M. Sparrowe, 27.38sec.

Sports cars up to 750 c.c.: 1, Austin (J. Marsh), 30.35sec; 2, Austin (M. H. MacGregor), 32.25sec; 3, Austin (E. Moore), 32.92sec. **751 to 1,300:** Morris (W. A. Cleave), 26.34sec; 2, Grayford (S. C. Grey), 26.80sec; 3, Otter (R. Kirkland), 26.83sec; 4, M.G. (J. M. Sparrowe), 27.34sec. **1,301 to 1,600:** 1, Dellow (J. T. Skinner), 25.65sec; 2, Lotus-M.G. (E. Willmott), 25.75sec; 3, Morgan (J. B. Banbury), 26.20sec; 4, A.C. Ace (A. McG. Park), 26.25sec. **Over 2,000:** 1, Allard (D. B. Farrell), 26.00sec; 2, Austin-Healey (R. Crutch), 26.62sec.

Open championship: 1, Lotus-M.G. (T. G. Cunane), 25.19sec; 2, Dellow (J. T. Skinner), 25.35sec; 3, Morgan (J. B. Banbury), 26.21sec; 4, Frazer-Nash (R. E. Wright), 26.25sec.

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IN BRIEF

The new Birmingham depot of Ferodo, Ltd., at 111-119, New Town Row, Birmingham, 6, was opened on April 9.

Mr. Arthur Elliott has joined the board of Precision Rubbers, Ltd., one of the John Bull group of companies. He joined the company last year as commercial manager, and is a well-known economist and engineer.

Mr. E. Cars, A.M.I.Mech.E., A.M.I.Prod.E., has been appointed works director, and Mr. B. F. Brown, commercial director, of the Turner Manufacturing Co., Ltd., of Wolverhampton. They were formerly works manager and commercial manager repectively.

The popular dual-beam auxiliary lamp previously known as the Lund Safebeam is to be called the Lund Lamp. Production is to be increased by E. K. Lund and Co., 134, Preston Road, Coppull, Lancashire, who have taken over sole sales and production rights, and the patents.

We regret to record the death of Sir (Ernest) Montague Hughman on March 23, at the age of 79. From 1924 until 1955 he was a director of W. T. Henley's Telegraph Works Co., Ltd., and chairman from 1933. He was also chairman of Henley's Tyre and Rubber Co., Ltd., until 1953, continuing as a director until 1955.

Rootes Group service weeks for 1956 will be held commencing on the following dates: April 23, Gordon Cars (London), Ltd., 26, North End Road, London, N.W.11; May 14, Carris Motors, Ltd., Lewisham Bridge, London, S.E.13; September 3, Wheeler and Ayland, Ltd., Reading Road, Basingstoke, Hampshire; and September 17, McKinnon Motors, Ltd., 111, Stafford Road, Wallington, Surrey.

Austin service weeks will be held commencing on the following dates: April 23, Frank Kay and Sons, Roman Bank Garage, Skegness; April 26, R. M. Wright and Co., Ltd., Newland, Lincoln; April 30, Pratt and Gelthorpe, Ltd., Newark, Nottinghamshire; May 3, North Road Garage, Ltd., Newton Street, Grantham, Lincolnshire; May 14, A. R. Atkey and Co., Ltd., Lower Parliament Street, Nottingham; May 24, Kennings, Ltd., Queen Street, Derby; May 28 (three days only), Kennings, Ltd., Hatherton Road, Walsall; May 31, Thomas Startin, Junr., 71, Aston Road North, Birmingham; June 4, Vaughan Harbourne, 10-18, Wellington Street, Leicester; and June 7, Regent Autocar Co., Ltd., Leicester Road, Market Harborough.

Wilmot Breeden (Holdings), Ltd., have issued 4,200,000 ordinary shares of 5s each at par.

A new company, Baillie and Hurn (Hire Drive), Ltd., has been formed, operating at 126, St. George's Road, Glasgow, N.W.

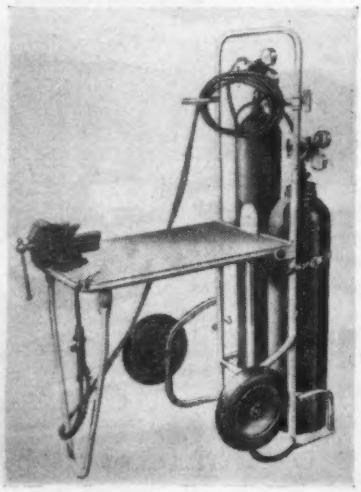
A brake service week, with a free brake check, is being held by Girling, Ltd., and the Smithfield Garage, Deritend, Birmingham, commencing April 23 at the premises of the latter firm.

Extensions to the premises of F. Guyver and Sons, Ltd., Standard and Triumph distributors, of Stratford-on-Avon, have been opened by Mr. Alick S. Dick, managing director of Standard Motor Co., Ltd.

Twenty universities, agricultural colleges and technical schools in Britain are now using Perkins diesel engines, lent by the manufacturers, for instructional purposes. Others have gone to Canterbury, New Zealand, the American university in Beirut, and to Toronto University, Canada.

On April 23 at 6.30 p.m., at the Manchester College of Science and Technology, Sir George Barnett is to give a lecture on "The Factory Acts and How they Affect Engineering Establishments." Sir George is chief government inspector of factories. Tickets may be obtained from the honorary secretary of the north-western region of the Institution of Production Engineers, at 223, Douglas Road, Atherton, near Manchester.

Mr. James Watt has joined the export division of the Rootes Group as overseas sales representative. He was formerly sales manager of the Bristol Motor company, and before the war was associated with Triumph and S.S. companies. After the war, he was a co-founder with Mr. Donald Healey of the Healey Motor company. He then joined Austin, and later was assistant general manager of the car division of the David Brown Organization, becoming a director of Lagonda. He has visited a great number of British export markets.



A welding bench, gas bottles and a vice have been combined into one portable unit by Croftshaw (Engineers), Ltd., 523, Ordnance Road, Enfield Lock, Middlesex. It has a welded, tubular steel frame, and a pair of pneumatic-tyred wheels. It folds to a very compact unit.

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FORD Zephyr, green and grey.	£817. 7. 0
AUSTIN A50 De-Luxe, grey.	£763. 7. 0
AUSTIN A30 4-door, heater.	£557. 2. 0
STANDARD Family 8, blue.	£554. 7. 0
STANDARD Super 8, green.	£608.17. 0
STANDARD Family 10, beige.	£614.17. 0
STANDARD 6 cwt. pick-up truck.	£423.11. 3
MORRIS "J" Type 10 cwt. van.	£477.10.11

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If you want to go even further the Welbeck Motors Organisation can offer variations on this theme. For instance, for eighteen guineas we can arrange for you to have the seating made of fine hide. For sixty-five guineas extra we can import from the Continent a special folding roof which, in effect, turns the car into a convertible. And, of course, if you buy this car—as most people do—from Welbeck Motors, our Service Manager is at your beck and call for the rest of your motoring life.

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	U.K. List Price £	s	d	Total Price in U.K. including P.T. £	s	d
A.C.						
2-litre	1,027	12	2	1,542	15	3
Ace two-seater ...	1,100	0	0	1,651	7	0
Aceca coupé	1,375	0	0	2,063	17	0
ALFA ROMEO						
1300 Giulietta ...	1,150	0	0	1,726	7	0
Sprint Spyder ...	1,410	0	0	2,116	7	0
1900 Super	1,750	0	0	2,626	7	0
T.I	1,900	0	0	2,851	7	0
Primavera coupé ...	1,995	0	0	2,993	17	0
Sprint	2,500	0	0	3,751	7	0
ALLARD						
Monte Carlo	1,782	0	0	2,674	7	0
Safari estate car ...	1,782	0	0	2,674	7	0
K.3 touring 3-seater...	1,537	0	0	2,306	17	0
J.R.2 sports racer ...	1,722	0	0	2,584	7	0
ALVIS						
3-litre Graber ...	1,850	0	0	2,766	7	0
A-SIDDELEY						
Sapphire 346	1,215	0	0	1,823	17	0
(automatic)	1,404	0	0	2,107	7	0
Limousine	1,910	0	0	2,866	7	0
Sapphire 234	1,065	0	0	1,598	17	0
Sapphire 236	1,104	0	0	1,657	7	0
ASTON MARTIN						
D.B. 2-4	2,050	0	0	3,076	7	0
Hardtop	2,050	0	0	3,076	7	0
Drop-head coupé ...	2,200	0	0	3,301	7	0
D.B 3S 2-seater ...	2,600	0	0	3,901	7	0
AUSTIN						
A.30 2-door	360	0	0	541	7	0
A.30 4-door	381	10	0	573	12	0
A.30 Countryman ...	425	0	0	638	17	0
A.40 Cambridge ...	503	0	0	755	17	0
A.50 Cambridge ...	514	0	0	772	7	0
A.90 Westminster ...	600	0	0	901	7	0
A.135 Princess III						
S.W.B. Saloon ...	1,790	0	0	2,686	7	0
S.W.B. Limousine ...	1,845	0	0	2,768	17	0
L.W.B. Limousine ...	2,150	0	0	3,226	7	0
AUSTIN-HEALEY						
100	806	0	0	1,210	7	0
100M	806	0	0	1,210	7	0
BENTLEY						
Series S	3,295	0	0	4,943	17	0
Freestone and Webb	4,890	0	0	7,336	7	0
Jas. Young	4,665	0	0	6,998	17	0
Hooper	4,715	0	0	7,073	17	0
Continental H. J. Mulliner	4,960	0	0	7,441	7	0
Park Ward	4,775	0	0	7,163	17	0
Park Ward D.H. coupé	4,775	0	0	7,163	17	0
B.M.W.						
Type 501	1,377	0	0	2,066	17	0
8-cyl. limousine ...	1,638	0	0	2,458	7	0
Type 502 limousine ...	1,792	0	0	2,689	11	0
Type 503	2,975	0	0	4,463	17	0
Type 507	2,800	0	0	4,201	11	0
Isetta Motocoupé ...	292	0	0	439	7	0
BORGWARD						
Isabella 60	806	2	11	1,210	11	5
Coupé...	1,248	13	10	1,874	7	9
Station wagon ...	850	1	9	1,288	9	8
Isabella TS	916	15	0	1,376	11	8
Pullman 2400 ...	1,409	2	1	2,115	0	2
Saloon (Hansamatic)...	1,501	7	0	2,253	7	6
BRISTOL						
405	2,390	0	0	3,586	7	0
Drop-head coupé ...	2,450	0	0	3,676	7	0
BUICK						
43 Riviera sedan ...	1,725	0	0	2,588	17	0
63 Riviera sedan ...	1,925	0	0	2,888	17	0
53 Riviera sedan ...	2,050	0	0	3,076	7	0
52 saloon	1,995	0	0	2,993	17	0
69 Estate Wagon ...	2,025	0	0	3,038	17	0
CADILLAC						
6219 saloon	2,525	0	0	3,788	17	0
6239D sedan de ville	2,750	0	0	4,126	7	0
6267 convertible ...	2,750	0	0	4,126	7	0
6019 special saloon ...	2,900	0	0	4,351	7	0
6267s Eldorado ...	3,400	0	0	5,101	7	0
CITROEN						
2 c.v.	398	0	0	598	7	0
2-litre DS19	1,090	0	0	1,636	7	0
CONTINENTAL						
Mark II coupé ...	4,690	0	0	7,036	7	0
DAIMLER						
Conquest	1,066	0	0	1,600	7	0
Conquest Mark II ...	1,156	0	0	1,735	7	0
Conquest Century ...	1,172	0	0	1,759	7	0
Conquest Century Mark II	1,264	0	0	1,897	7	0
2½-litre drop-head ...	1,360	0	0	2,041	7	0
One-O-Four	1,885	0	0	2,828	17	0
Lady's model ...	2,050	0	0	3,076	7	0
4½-litre saloon ...	2,293	0	0	3,440	17	0
D.K. 400 limousine ...	2,793	0	0	4,190	17	0
DELLOW						
Mark IIB	448	0	0	673	7	0
Mark IIC	477	0	0	716	17	0
Mark V	542	0	0	814	17	0
D.K.W.						
Saloon...	656	0	0	985	7	0
Fixed-head coupé ...	665	0	0	998	17	0
Four-door saloon ...	690	0	0	1,036	7	0
Cabriolet	820	0	0	1,231	7	0

(Continued on next page)

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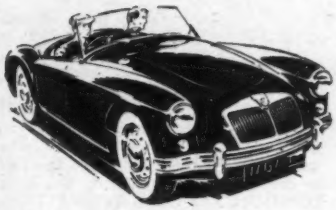

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Mark IM	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark IIIE	332 14 0	500 8 0
FIAT		
600	412 10 0	620 2 0
1100	578 10 0	869 2 0
1100 TV	750 0 0	1,126 7 0
1400A	774 0 0	1,162 7 0
1900	980 0 0	1,471 7 0
FORD		
Popular	275 0 0	413 17 0
Anglia	360 0 0	541 7 0
Prefect	395 0 0	593 17 0
Escort estate car ...	414 0 0	622 7 0
Squire estate car ...	445 0 0	668 17 0
Consul	520 0 0	781 7 0
Consul convertible ...	630 0 0	946 7 0
Zephyr	580 0 0	871 7 0
Zephyr convertible ...	690 0 0	1,036 7 0
Zodiac	645 0 0	968 17 0
FORD (Canadian)		
Mainline	1,207 0 0	1,811 17 0
Customline	1,245 0 0	1,868 17 0
Fairlane Town sedan...	1,283 0 0	1,925 7 0
Fairlane Club sedan ...	1,264 0 0	1,897 7 0
Fairlane Country sedan	1,471 0 0	2,207 17 0
Custom Ranch Wagon	1,348 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird	1,690 0 0	2,536 7 0
FRAZER NASH		
Fast Roadster ...	1,650 0 0	2,476 7 0
Turismo	2,150 0 0	3,226 7 0
Targo Florio Gran Sport	2,250 0 0	3,376 7 0
Le Mans	2,450 0 0	3,676 7 0
Sebring 2-seater ...	2,250 0 0	3,376 7 0
HILLMAN		
Minx special	470 0 0	706 7 0
Californian	550 0 0	826 7 0
Estate car	565 0 0	848 17 0
Husky	415 0 0	623 17 0
H.R.G.		
1½-litre	895 0 0	1,343 17 0
HUDSON		
Wasp Super	1,670 0 0	2,506 7 0
Hornet Super ...	1,810 0 0	2,716 7 0
Hornet Custom ...	1,910 0 0	2,866 7 0
Hollywood Hardtop...	1,955 0 0	2,933 17 0
HUMBER		
Hawk	715 0 0	1,073 17 0
De luxe	730 0 0	1,096 7 0
Touring limousine ...	795 0 0	1,193 17 0
Estate car	885 0 0	1,328 17 0
Super Snipe	950 0 0	1,426 7 0
Touring limousine ...	1,030 0 0	1,546 7 0
JAGUAR		
2.4-litre	895 0 0	1,343 17 0
Mark VII Type M ...	1,140 0 0	1,711 7 0
XK140 sports ...	1,127 10 0	1,692 12 0
Drop-head coupé ...	1,160 0 0	1,741 7 0
D-type sports 2-seater	2,585 0 0	3,878 17 0
JENSEN		
Model 541	1,435 0 0	2,153 17 0
Interceptor	1,800 0 0	2,701 7 0
Convertible	1,800 0 0	2,701 7 0
LAGONDA		
3-litre	2,600 0 0	3,901 7 0
Drop-head coupé ...	2,700 0 0	4,051 7 0
LANCHESTER		
Sprite	866 0 0	1,300 7 0
LANCIA		
Appia	1,250 0 0	1,876 7 0
Aurelia Series II ...	1,550 0 0	2,326 7 0
Aurelia Grand Turismo	2,115 0 0	3,173 17 0
Spyder	2,115 0 0	3,173 17 0
LINCOLN		
Premiere	2,432 0 0	3,649 7 0
MERCEDES-BENZ		
180	1,195 0 0	1,793 17 0
180D (diesel)... ...	1,260 0 0	1,891 7 0
190SL sports saloon...	1,850 0 0	2,776 7 0
220a	1,552 0 0	2,329 7 0
330	2,525 0 0	3,788 17 0
300s coupé	4,110 0 0	6,166 7 0
300SL	3,100 0 0	4,651 7 0
MERCURY		
Montclair	1,518 0 0	2,278 7 0
M.G.		
M.G.A	640 0 0	961 7 0
Magnette	693 0 0	1,040 17 0
MORGAN		
4/4 Series II	450 0 0	676 17 0
Plus 4 (TR) 2-seater...	595 0 0	893 17 0
4-seater	610 0 0	916 7 0
Drop-head coupé ...	640 0 0	961 7 0
Plus 4 (Vanguard) ...	580 0 0	871 7 0
Drop-head coupé ...	610 0 0	916 7 0
MORRIS		
Minor 2-door ...	401 0 0	602 17 0
Minor tourer... ...	401 0 0	602 17 0
Traveller	455 0 0	683 17 0
Cowley	532 0 0	799 7 0
Oxford	565 0 0	848 17 0
Oxford Traveller ...	623 10 0	936 12 0
Isis	607 0 0	911 17 0
Isis Traveller	725 10 0	1,089 12 0

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
NASH		
Rambler Super ...	1,305 0 0	1,958 17 0
Rambler Custom ...	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Station wagon ...	1,510 0 0	2,266 7 0
Statesman Super ...	1,490 0 0	2,236 7 0
Ambassador Super 6...	1,685 0 0	2,528 17 0
OLDSMOBILE		
Series 88 Super ...	1,640 0 0	2,460 15 0
Series 98	1,985 0 0	2,978 17 0
Starfire convertible ...	2,080 0 0	3,121 7 0
PACKARD		
Clipper de luxe ...	2,206 0 0	3,310 4 9
Patrician	2,762 0 0	4,144 4 9
Caribbean hardtop ...	3,115 0 0	4,673 14 9
PANHARD		
Dyna Junior ...	755 15 4	1,165 0 0
PEUGEOT		
203	633 9 1	952 8 2
Station wagon ...	732 17 4	1,100 10 6
403	796 2 11	1,195 11 5
PONTIAC		
Chieftain	1,450 0 0	2,176 1 2
Catalina coupé ...	1,976 0 0	2,962 8 10
Star Chief convertible	2,050 0 0	3,073 5 0
PORSCHE		
Type 356	1,225 0 0	1,833 17 0
Fixed-head coupé ...	1,260 0 0	1,891 7 0
Super fixed-head coupé	1,380 0 0	2,071 7 0
Drop-head cabriolet...	1,380 0 0	2,071 7 0
Super drop-head coupé	1,500 0 0	2,251 7 0
Type 550 1500 Spyder	2,715 0 0	4,073 17 0
Carrera coupé ...	1,865 0 0	2,798 17 0
RENAULT		
750 de luxe	422 10 0	635 2 0
(Ferlec clutch) ...	442 0 0	664 7 0
Frégate 2-litre ...	699 0 0	1,049 17 0
Dauphine	512 0 0	769 7 0
Grand Pavois ...	850 0 0	1,276 7 0
Amiral	829 0 0	1,244 17 0
RILEY		
Pathfinder	940 0 0	1,411 7 0
ROLLS-ROYCE		
Silver Cloud	3,385 0 0	5,078 17 0
Freestone and Webb saloon	4,980 0 0	7,471 7 0
Hooper saloon ...	4,805 0 0	7,208 17 0
H. J. Mulliner saloon	4,950 0 0	7,426 7 0
Jas. Young saloon ...	4,755 0 0	7,133 17 0
Silver Wraith Series E Freestone and Webb touring limousine...	5,265 0 0	7,898 17 0
Freestone and Webb limousine	5,420 0 0	8,131 7 0
Park Ward saloon ...	5,170 0 0	7,756 7 0
Park Ward limousine	5,295 0 0	7,943 17 0
Hooper limousine ...	5,295 0 0	7,943 17 0
H. J. Mulliner limousine	5,265 0 0	7,898 17 0
James Young saloon...	5,295 0 0	7,943 17 0
ROVER		
60	840 0 0	1,261 7 0
75	915 0 0	1,373 17 0
90	945 0 0	1,418 17 0
Land-Rover	645 0 0	968 17 0
SIMCA ARONDE		
1300 Elysées	609 10 0	915 12 0
Grand Large	662 0 0	994 7 0
SIMCA VEDETTE		
Trianon	891 0 0	1,337 17 0
Versailles	938 0 0	1,408 7 0
Régence	1,053 0 0	1,580 17 0
Marly station wagon...	1,225 0 0	1,838 17 0
SINGER		
Hunter Special ...	530 0 0	796 7 0
SKODA		
440	560 0 0	841 7 0
1200	630 0 0	946 7 0
STANDARD		
Family Eight	369 0 0	554 17 0
Super	405 0 0	608 17 0
Super Ten	430 0 0	646 7 0
Family Ten	409 0 0	614 17 0
Companion Estate car	485 0 0	728 17 0
Vanguard III	599 0 0	899 17 0
Estate Car	633 0 0	950 17 0
Vanguard diesel ...	735 0 0	1,103 17 0
STUDEBAKER		
Champion Custom ...	1,267 0 0	1,901 17 0
Commander	1,387 0 0	2,081 17 0
President	1,449 0 0	2,174 17 0
SUNBEAM		
Rapier...	695 0 0	1,043 17 0
Mark III	835 0 0	1,253 17 0
TRIUMPH		
T.R.2	625 0 0	938 17 0
T.R.3 2-seater ...	650 0 0	976 7 0
VAUXHALL		
Wyvern	510 0 0	766 7 0
Velox	560 0 0	841 7 0
Cresta...	620 0 0	931 7 0
VOLKSWAGEN		
Standard saloon ...	422 10 0	635 2 0
Convertible	670 0 0	1,006 7 0
WOLSELEY		
Four-fortyfour ...	640 0 0	961 7 0
Six-ninety	806 0 0	1,210 7 0

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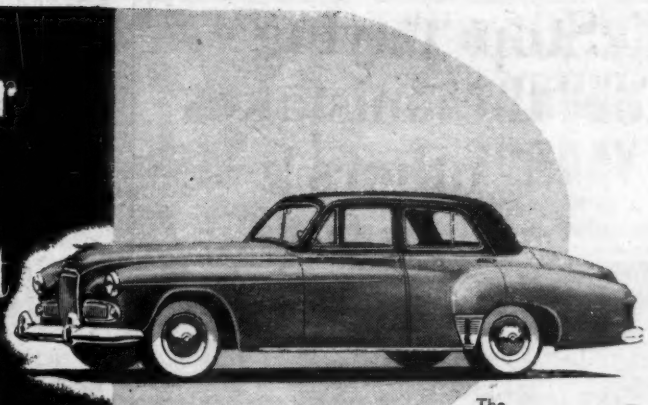

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1955 **HUMBER** Hawk saloon (Overdrive). Grey, red upholstery. Heater. 10,000 miles £895

1955 **SUNBEAM** Mk. III (Overdrive) saloon. Maroon and grey, red upholstery. Heater. 7,000 miles ... £1,145

1955 **SUNBEAM** Mk. III Convertible (Overdrive). Grey, red upholstery. Heater. 6,000 miles £1,175

1954 **SUNBEAM-TALBOT** '90' Mk. IIa saloon. Grey, red upholstery. Radio and heater. 12,000 miles £845

1954 (Dec.) **SUNBEAM** Alpine Roadster (Overdrive). Ivory with red upholstery. Heater. 7,000 miles £975

1955 **M.G. MAGNETTE** saloon. Maroon with maroon upholstery. Radio and heater. 4,000 miles..... £895

1955 **MORRIS** "Isis" saloon. Black with red upholstery. Heater. 7,000 miles £765

1955 **HILLMAN** Estate car. Blue, red upholstery. 9,000 miles £755

1955 **HILLMAN** Mk. VIII Californian. Dual green, green upholstery. Heater. 5,000 miles £725

1955 **HILLMAN** Minx Mk. VIII de luxe saloon. Black, fawn upholstery. 11,000 miles £615

1955 **HILLMAN** Husky Double Duty. Blue, red upholstery. Heater. 14,000 miles £545

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1955 **STANDARD** 8 de luxe saloon. Blue, fawn upholstery. 10,000 miles £485

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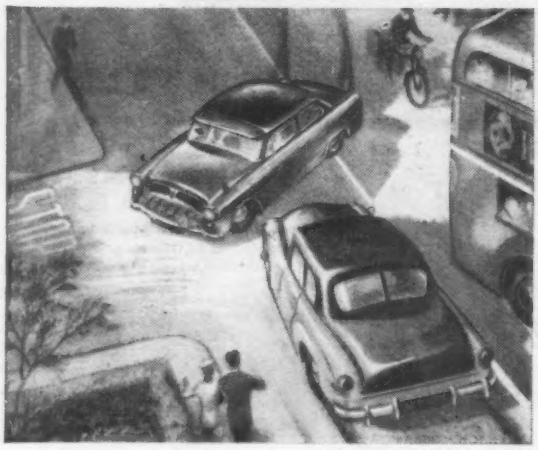

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When you buy a new car at HILLS you will be offered a contract GUARANTEEING a price on it when you buy another one next year. You can place your present car in part-exchange, and hire-purchase can be arranged, if you wish. You are not restricted to remaining with the same make from one year to the next, and since HILLS are distributors for nine different makes offering over fifty models, the choice is very wide.

For Example: SMALL CARS

In the small car group the Fiat 600 saloon costs £620. This car would be taken in part-exchange next year at £465 against another new car. Thus the depreciation is exactly £3 per week (£155 per year). Compare this with the average rates for self-drive hire (say £10 per week over the period) and you will realise the attraction of HILLS scheme. Add to all these advantages the economy of the Fiat 600, as well as its remarkable performance and road-holding. Remember that the Fiat 600 is capable of well over FIFTY miles per gallon—now work out what you could save on your annual petrol bill!

In the same economy class is the Renault 750 saloon (List price £635), and the Standard 8 and 10 range. Approximately the same depreciation figures apply to these.

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For the medium-size car we recommend the new Singer Hunter models, with a full range from £795. These luxurious cars have every possible fitting and make motoring a real pleasure. The economy of the Singer cars is well known. In spite of the large interior and enormous luggage boot they will give well over THIRTY miles per gallon. On these cars the depreciation under HILLS scheme is still under £4 per week!

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54	**V-W** saloon de luxe, radio, heater, turbo-discs, spots, etc.	£585

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55	**FORD** Consul, leather, trim, etc., bargain at this price	£565
54	**FORD** Consul, heater, black with red leather	£545
55	**FORD** Popular, leather, extras, choice of three, from	£325
53	**FORD** 10-cwt. van, as new, cellulosed in green	£265
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55	**AUSTIN** A30, black, immaculate	£485
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48	**AUSTIN** 8 saloon, many extras	£285
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50	**VAUXHALL** Velox, radio, heater	£375
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48	**STANDARD** 8 drophead coupe, attractive car	£235
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1954 **JAGUAR** Mark VII saloon, battleship grey with red interior..... £945
1956 **JAGUAR** Mark VII Type M saloon, Borg Warner automatic transmission, suede green with green interior..... £1,695
1954 **JAGUAR** XK.120 Convertible, radio, white with grey interior..... £995
1955 **MORRIS** Oxford Series II saloon, heater, grey with red interior..... £675
1955 **RILEY** 1½ litre saloon, radio, heater, green with tan interior..... £985
1954 **RENAULT** Fregate saloon, heater, foglamp, whitewall tyres, black with grey interior £695
1955 **ROVER** 90 saloon, black with green interior £1,195
1955 **ROVER** 75 saloon, radio, ivory with tan interior £1,145
1955 **STANDARD** 10 saloon, heater, grey with blue interior £575
1954 **SUNBEAM TALBOT** 90 Convertible, radio, heater, rimbellishers, metallic blue with red interior £865
1955 **VAUXHALL** Cresta saloon, blue and white with eau de nil and blue interior.. £775
1955 **WOLSELEY** 4/44 saloon, heater, grey with maroon interior..... £765

* *I'm glad I went to*

HENLYS

England's Leading Motor Agents

Henly House, 385 Euston Road, London, N.W.1
Tel: EUSton 4444
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Tel: FINchley 0081
Parkway, Regents Park, N.W.1. Tel: GULliver 5721
Henlys Roundabout, London Airport, Hounslow West
Tel: HOUnslow 3454
Great West Road, Nr. Chiswick Roundabout, Middlesex
Tel: EALing 3477
The Square, Bournemouth. Tel: Bournemouth 6314
Cheltenham Road, Bristol. Tel: Bristol 21326
Victoria Street, Bristol. Tel: Bristol 27757
182 London Road, Camberley. Tel: Camberley 77
1-5 Peter Street, Manchester. Tel: BLAckfriars 7843
A. Mulliner Ltd., Bridge Street, Northampton
Tel: Northampton 907

LARGEST JAGUAR AND ROVER DISTRIBUTORS

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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USED CARS FOR SALE & WANTED—SPARES & SERVICE

A.C.

CAR MART, Ltd.

1953 A.C. 2-door saloon, radio, heater; £625.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

RUDDS OF WORTHING offer:—

1955 Aceca, radio, extras, etc.; £1,399.

ACE.—Rudds of Worthing, offer choice of two 1954-55 and 1955-56 example from £950.—Full details by return, distance no object, showrooms adjacent Central Station—Worthing 7773-4. [4421

CHIPSTEAD MOTORS, Ltd., offer:—

ACE late 1955, B.r.g., special valve springs, Alfin drums, Michelin X, dual exhausts, 110 mph; £1,175.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ANTHONY CROOK, A.C. distributors, new and used models; see displayed advertisement on page 420 HIGH St., Esher, Surrey. Tel. 4580. [C1063

A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E. Bournemouth. Tel. Southbourne 43344 and 43345.) [C4024

1951 A.C. sports saloon, green, radio, splendid condition, one owner; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

ACECA, fitted radio, heater, twin spots, grey, red leather, as new; £1,525.—Johnson & Brown (A.C. distributors), 264-270, High St., Bromley. Ravensbourne 8841-2. [C2075

1953 (May) A.C 2-door sports saloon, grey with blue leather interior, fitted heater, H.M.V. radio and usual A.C. accessories; a most distinctive vehicle; £645; part exchanges deferred terms.

MILHALL SERVICE, 55, South Edwardes Square, nr. Kensington High St., W.8. Western 4351. [C3094

ACE, 1955, blue, 8,000 miles, 8.5 compression, very fast, factory maintained since new; just bought Aceca; offers wanted for quick sale.—Grant-Norton, 20, Conduit St., London. Hyde Park 9968 [4611

A.C. Cars Wanted

REALLY good A.C. wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086

ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R

CASH immediately for good A.C.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012 [W2005

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2646-9. [0124/R

ALLARD

COACHCRAFT offer:—

£295—1951 P1 saloon, reconditioned engine, recellulosed, very clean example, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539 [C1053

DUNCAN HAMILTON & Co. offer:—

1953 Allard J2X competition sports, Le Mans specification, 5,000 miles only, green with green interior, complete with road equipment, unraced, in unused condition.

33 High Rd., Byfleet, Surrey Byfleet 3101 by day and night. [C1091

FACTORY serviced Allard cars are your wisest buy.

1948-9 drop head coupes: £275/£300/£325

1949 P1 saloon, £375; K1 2-seater, £250.

ADLARDS MOTORS, Ltd., 51, Upper Richmond Rd., S.W.15. (Tel. Vandyke 2353.) [0912/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Allard Palm Beach, black, red upholstery, black hood, Zephyr engine, excellent condition; £595, maximum h.p. [C1001

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC., FOR BUSINESS OR PLEASURE

See Page 127

ALLARD

£245—1949 Allard sportsman's saloon, engine overhauled, brakes recently relined, tyres and mechanical condition good; A.A. test invited.—Hilltop Garage, Chesham. Tel. 154. [4209

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

CASH immediately for good Allard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ADLARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6431 [0146/R

ALVIS

WM 1949 (regd. Oct. 1948) Alvis 14hp saloon, black, 2 owners since new, very good Alvis history, quite outstanding; £475.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (Near Baker St. Station.) Welbeck 1139. [C4049

GATEHOUSE offer:—

1949 Alvis 14 TA saloon, black and silver, one owner, heater; £525.

1948 Alvis 14 TA saloon, maroon, electric windows, heater, radio, beige leather upholstery, splendid condition throughout; £510.

1948 Alvis TA saloon, maroon, red leather upholstery, heater; £495.

1948 Alvis 14 drop head coupe, green, red leatherette hood, radio and heater, loose covers, a beautiful car; £495.

1949 Alvis 14 TA drop head coupe, Tickford, excellent condition; £575.

1951 Alvis 3-litre saloon, grey, red leather upholstery, 1952 conversion, heater, 38,000 miles only; £675.

1936 Alvis Speed 20 sports saloon, black, Charlesworth body; £165.

1934 Alvis Speed 20 saloon, Charlesworth body; £95.—Gatehouse Motors Ltd., Highgate Village, London, N.6 Tel. Mountview 4444 [C2021

JACK ROSE, Ltd., offer:—

ALVIS 14 TA saloon, black/brown interior, most attractive almost unmarked; £445.—Stafford Rd., Wallington, Surrey Wallington 6677 and Burgh Heath 2376. [C3056

ERIC HAYES, Ltd offer:—

1949 Alvis drop head foursome, fitted radio, in superb condition; £495.

1937 Alvis Speed 25 4-door sports saloon, 30,000 miles since works, £800 overhaul, very well maintained car; £515

1951 3-litre Alvis, fitted H.M.V. radio, heater, finished in silver grey and black, spotless condition, taxed; £625.

ERIC HAYES, Ltd. 15 Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

CHIPSTEAD MOTORS, Ltd., offer:—

T.C. 21/100 drop head coupe, late 1954, wire wheels, radio, heater, passlamps, windscreen washers, etc., one owner, virtually indistinguishable from new, specimen car; £1,375.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3 Flaxman 0052/7253/7154. [C1046

BROOKLANDS.—Wholesale and retail.

NEW Graber saloon enquiries.

1954 Alvis 21/100 and 3-litre standard saloon.

CARS purchased for cash; exchanges.

103 New Bond St., London, W.1. Mayfair 8351 [C1029

H. A. SAUNDERS, Ltd., of Worcester.

1949 Alvis 14hp drop head coupe, black, exceptionally clean, well cared for example; £475.

AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005

1951-2 Alvis, 3-litre, grey, radio, very good condition throughout; £685.

A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [4612

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 (October) Alvis 14hp de luxe saloon, black with beige leather, in superb condition throughout; £485.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Alvis 14 Tickford coupe, black/red, one owner, exceptional; £550.—Salmons Garages, Ltd. Temple Bar 3338. [C4001

£675!!!—1952 series Alvis 3-litre de luxe saloon, undoubtedly specimen condition, tiny mileage and bargain price.

LAMBS OF WOOD GREEN (established 1897), 100, guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1939 Alvis 12/70 saloon; £255.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1955 (Aug.) Alvis TC21/100 saloon, 2 shades grey, blue hide, one owner, genuine 4,000 miles, radio; most attractive car in superb order; £1,575.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1949 Alvis TA14 saloon, sheen grey/red leather, excellent condition; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

1953 (model) Alvis saloon, radio, heater, low mileage, a specimen car; £845.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3098

1938 Speed 25 V.D.P. tourer, quite exceptional condition but no hood; full details to anyone really interested; about £170 to good home.—Box 1318. [4541

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate, Blackburn (5084). [0741

1954 (August) Alvis TC 21/100 saloon, maroon/fawn, 2,000 miles only, radio, etc., one owner, like new; £1,395.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

£465!!!—Alvis 14hp series TA saloon (August, 1948), maroon with red hide interior, unused for nearly two years, genuine small mileage car; also a 1949 drop head available.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m. [C1055

£450—1950 Alvis 14 TA 14 saloon, grey and maroon, heater, spot lamps, red leather, outstanding bargain.—Maxin and Harrison Motors, Ltd., 492,-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071

1950 14hp specimen de luxe saloon, black, brown leather, 38,000 genuine miles, twin horns, sliding head, heater, Screenwashers, fog lamp; £565.—Turner, Euston 1926 Evenings, week-ends, Prt. 3232. [4433

375gns.—Alvis 14 1948 sports saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 (June) Alvis TC 21/100 foursome drop head Tickford coupe, black with brown leather, fitted radio, heater, screenwashers, link mats, spot, fog and reverse lamps, 21,000 miles, immaculate car; £1,250 or nearest offer:—Stainsby, Heacham, King's Lynn, Norfolk. Tel. 243 Heacham [3920

XXX.—1952 Alvis 3-litre saloon, fitted radio and heater, finished in grey with red leather upholstery, a really beautifully maintained and outstanding example, very thoroughly recommended; written guarantee; £665. Terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

CASH immediately for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2083

GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. [80591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0738/R

AMERICAN CARS

PEDIGREE CARS offer:—

RIGHT-HAND drive 1956 (March) Ford Customline V8, radio, heater, 1,030 miles only, two-tone, brand new; £1,550; 1951 Buick foursome drop head coupe, all electric hood, windows, seats, etc., specimen car; £1,095.—340-2, Euston Rd., N.W.1. Euston 2889. [C3093

J. THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

AMERICAN CARS

SIMPSON'S offer:—

1955 Chevrolet Bel Air V8, radio and heater, all extras, right-hand drive.

1955 Dodge V8 Royal, hydramatic drive, power brakes, right-hand drive, radio and heater, all extras.

1950 Chevrolet, 2-door, heater, all extras.

1949 Ford Custom convertible, radio and heater, all extras.

1951 Plymouth convertible, radio and heater, all extras.

1954 Ford Crestline, Ford-o-Matic, radio and heater, one owner.

1950 De Soto Carry All, fluid drive, radio and heater, signals, all extras.

1953 Chevrolet 150 2-door, heater, low mileage, one owner.

1952 Chevrolet 4-door de luxe, radio and heater, all extras.

1954 Dodge Royal V8, automatic transmission, radio and right-hand drive, heater, all extras.

1954 Ford 8-passenger 4-door country sedan, radio and heater, overdrive, all extras.

1949 Hudson 2-door, radio and heater, signals, all extras right-hand drive.

1953 Plymouth Cranbrook, radio and heater, all extras.

AMERICAN, Continental and English cars taken in part exchange.

SIMPSON'S CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1955 (October) Nash Statesman Custom 4-door sedan, this car is equipped with overdrive, heater, white sidewall tyres and reclining seats that make into a double bed, r.h.d. model, finished in Caribbean blue and white, cost over £2,400 new, 4,000 miles only, a genuine and immaculate automobile; £1,595.

1955 Nash Rambler Custom 4-door sedan, r.h.d. model, equipped with heater, white sidewall tyres and overdrive (giving fuel consumption of approx. 28mpg), finished in red and white; £1,095.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558-9 & 1302. [4521

American Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [C1027

ARMSTRONG SIDDELEY

GSGUY SALMON.

THE Armstrong Siddeley specialists for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1953 Armstrong Siddeley Sapphire saloon, synchromesh, radio, excellent example; £895.

1954 Armstrong Siddeley Sapphire saloon, originally supplied by us, 16,000 miles only, fully modified with power-operated brakes and winking trafficators, radio, Ace Rimbwlishers; an exceptional car which has been very carefully used by one fastidious owner; £1,050.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

BENTALLS, Ltd.

1947 Armstrong Siddeley Typhoon; £295.—Kingston-on-Thames. Kingston 1001 [C1093

DUNCAN HAMILTON & Co. offer:—

1954 Armstrong Siddeley Sapphire, grey with blue interior, radio, heater, one owner, chauffeur maintained, immaculate, £960.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

CHARLES POLLETT, Ltd., official Armstrong retailers, offer:—

1954 Sapphire, pre-selectric gear change, black and grey, one owner, mileage 25,000, radio, twin carbs., exhibition condition; £975

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1955 Armstrong Siddeley Sapphire, automatic Lanchain grey, radio, one owner, low mileage, as new throughout; £1,450, maximum h.p. [C1001

CENTRAL GARAGE (CROYDON), Ltd., main agents for Armstrongs, offer:—

1955 (Feb.) Armstrong Sapphire, finished black/silver grey, with red interior, automatic gear box, one owner, 10,000 miles, whole car in first class condition; £1,450.

FELL Rd., Croydon. Tel. Croydon 7464. [C1098

PASS & JOYCE, Ltd., England's largest Armstrong Siddeley distributors, offer:—

1955 model Armstrong Siddeley Sapphire automatic saloon, radio, Corinthian green with green interior; £1,425

1954 Armstrong Siddeley Sapphire saloon, preselector, black with tan interior; £1,065.

1954 Armstrong Siddeley Sapphire saloon, preselector, radio, elephant grey with maroon interior; £1,045.

1951 Armstrong Siddeley Whitley saloon, black with maroon interior; £545

ALL the above are one-owner cars and guaranteed for 4 months.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., London, W.1. Museum 1001. [C3039

1949 Armstrong Hurricane drop head coupe, exceptional condition, perfect mechanically; £345

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Sapphire saloon pre-selectric, black, genuine 14,000 miles only; £925.—Campbell Symonds, Wembley 6262. [C1037

ARMSTRONG SIDDELEY

WMWELBECK MOTORS, Ltd., for new and used Armstrong Siddeleys.

1956 (regd. Sept. 1955) Armstrong Siddeley Sapphire, synchromesh, Corinthian green with green upholstery, very low mileage, very little used and in brand new condition throughout; £1,295.

1955 Sapphire Preselectric, black and fawn, Motorola, radio, owned by the Armstrong Siddeley Motor Co.; £1,250.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049

£345.—1950 Armstrong Hurricane drop head coupe, new hood, clean car.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2095

1951 Armstrong Siddeley Whitley saloon, radio, heater, one owner; £449.—Hatton Cross Garage, Feltham 2176 [C2092

1947 Hurricane coupe, preselector gears; £250.—Slater, 50, Drayton Park Avenue, West Drayton, Middx. Tel. 2679. [4550

1947 Armstrong Typhoon, just completely reconditioned and respayed; £520.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [4264

CASS'S MOTOR MART.—1952 Armstrong Hurricane drop head coupe, grey, radio, heater, genuine 33,000 miles, one owner; £550.

1949 Armstrong 16 Lancaster, black, brown hide, heater, excellent condition; £400. Written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 Armstrong Whitley saloon, one owner, black, superb condition; £525.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

1954 Sapphire saloon, synchromesh, dual green, heater, radio, windscreen washers; £895.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2045

ARMSTRONG SIDDELEY Sapphire 346, 1955 registration, fully automatic, no clutch gear box, 3,500 miles only, blue and silver, immaculate and unquestionably equal to new; £1,495.

ARMSTRONG SIDDELEY Sapphire 346, brand new, unregistered, fully automatic, no clutch gear box, brown and black, a bargain at pre-budget increase price; £1,990.—Apply Central Garage (Bolton), Ltd., Crompton Way, Astley Bridge, Bolton. Tel. Eagley 1299. [4447

1954 Armstrong Siddeley Sapphire saloon, preselectric gear, twin carburettors, heater, radio, etc., mileage 26,600, finished ivory white with red leather upholstery; £950.

TOBY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759/4062. [4461

ARCHIE SIMONS & Co., Ltd., 1952 Armstrong Siddeley Whitley 6-lt. saln., blk./brn. leather, manual gear change, nominal mileage, one owner, excellent condition; £495.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

295gns.—Armstrong Siddeley 1948 Hurricane d.h. coupe, manual gear change, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (Oct.) Sapphire saloon, green/grey, synchromesh gear box, radio, heater, one owner, mileage 26,000, taxed year, excellent condition throughout; £795.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1954 Armstrong Sapphire, fitted radio, heater, chrome wheel trims, radiator blind, telecontrol shock absorbers, black with beige interior, 1,700 miles from new; £945.—Lisles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7352. [C3097

1954 Armstrong Sapphire saloon, pre-electric gears, fitted radio, heater, wing mirrors, screenwashers, rad blind, 16,000 miles, immaculate, guaranteed; £950; terms and exchanges.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned 1951-52 7-passenger limousine required; details please.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [W1103

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011 or Epsom 3901. [W4085/R

ALMOST new Armstrong required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning, 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

PASS & JOYCE, Ltd., 27, Peter St., Manchester 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Excels."—34, Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [S4085/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) [0760/R

ASTON MARTIN

DUNCAN HAMILTON & Co. offer:—

1951 Aston Martin DB2 saloon, black with red leather interior, overhauled 9,000 miles ago, two owners, very well maintained; £1,185.

1953 Aston Martin DB2 saloon, green with grey interior, 16,000 miles only, beautifully maintained; £1,475.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

BROOKLANDS: Wholesale and Retail.

NEW Aston Martin DB38 and Mark I saloon for delivery.

1955 Aston Martin 3-lt. DB2-4 saloon, radio, 9,000 miles.

1953 Aston Martin DB2 saloon and coupe, fitted vantage engine.

CONFIDENTIAL terms, exchanges.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

CHIPSTEAD MOTORS, Ltd., offer:—

DB3, 1953, red, 3 twin-choke Webers, well-known car, maintained regardless and ready for season; £1,485.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1934 Aston Martin tourer, short chassis, Le Mans; £295.—Brown's (Garage), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

ASTON MARTIN 1938 2-litre black sports saloon, exceptional condition throughout.—Conway, 19, Langdale Rd., Preston. Tel. 3653. [4199

1935 Aston Martin Mark II S.C., reconditioned throughout, immaculate; £525.—Friary Motors, Old Windsor. Windsor 2002. [0123/R

1952 (Sept.) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [3896

1953 DB2, Vantage engine, 2 owners, low mileage, full works history, radio and heater, silver grey/red, a magnificent specimen; h.p.; exchanges; £1,395.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

ASTON MARTIN 3-litre 1955 DB 2-4 sports saloon, low mileage, as new, in blue haze with blue leather, fitted H.M.V. radio and wing mirrors; terms and exchanges; £2,150; demonstration anywhere to genuine enquiries.—H. & G. Robinson, Ltd., Aston Martin & Lagonda Distributors, High St., Gosforth. Newcastle-on-Tyne 51047. [4399

1954 Aston Martin DB2-4 sports saloon, black with cream leather upholstery, fitted H.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop Speed tyres, in immaculate condition, maintained regardless of cost, would consider suitable car in exchange; £1,725.—Rolls, Hermitage House, Hermitage, Newbury, Berks. Hermitage 282 or Newbury 2005 during business hours. [3842

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0798/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor. Windsor 2002/3. [0799/R

AUSTIN A30

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Austin A30 4-door saloon, grey with blue upholstery, heater, Motorola radio, seat covers, Undersealed, Ace Rimbellishers, twin wing mirrors, mileage 5,500, one owner, an immaculate car in first class condition; £515; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

BENTALLS, Ltd.

1954 Austin A30, green with beige upholstery, fitted heater; £425.—Kingston-on-Thames. Kingston 1001. [C1093

COACHCRAFT offer:—

£395 o.n.o.—1954 A30, one owner, distributor maintained, full history available, grey with tan upholstery, licensed, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

H. A. SAUNDERS, Ltd., offer:—

1953 A30, 4-door, green, beige upholstery; £415.

1955 A30, 4-door, black/beige upholstery, heater; £485.

H. A. SAUNDERS, Ltd., 836/842 High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PHILIP RICKARDS, Ltd., offer:—

1955 (Oct.) Austin A30 2-door saloon, black/beige, heater, 1,200 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1955 Austin A30 saloon, grey/red leather, 9,000 miles, heater; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

AUSTIN A30

CMI CAR SALES (Pri. 6623) offer:—

1955 Austin A30 4-door saloon, heater, one owner, taxed; £475.

THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1955 Austin A30 2-door saloon, black, fitted heater, 5,000 miles; £470.—Fell Rd., Croydon. Tel. 7464. [C1098

CAR MART, Ltd., sole London Austin distributors.

1955 Austin A30 Countryman; £495.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

ALEXANDER LAYSTALL. High-power conversions for A30.

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

A30 new 4-door, black, works mileage; best offer over £500.—Horsham 3466. [4580

1954 Austin A30 saloon 2-door model, heater, colour black with red interior; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1955 Austin A30 Countryman, spotless; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

LIMITED number brand new A30 Countryman at old price.—Austin House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1954 Austin A30 2-door saloon, 11,000 miles; £435.—L. F. Dove, Ltd., 115 Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1954 A30 2-door, blue, heater, extras, 7,350 miles, one owner, meticulously maintained; £445.—Horsham 3466. [4579

BOWES ROAD GARAGE.—A30 Countryman 1955, one owner, heater, spare unused; £535.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2264/5/6. [4051

1953 Austin A30 4-door saloon, finished in blue with blue upholstery, fitted heater, screenwashers and fog light; £425.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4427

1955 A30 Countryman, low mileage, heater, magnificent condition; £495; Trade Enquiries Welcomed; terms and exchanges.—Harrison, Seasons Garage, 201, King's Rd., S.W.6. [C3059

1956 (December, 1955) Austin A30 4-door saloon, blue, one owner, spare unused, 3,300 miles; £515.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

415 gns.—Austin A30 1954 4-door saloon, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FEB. 1956, A30 4-door de luxe saloon, two-tone green, heater, ashtrays, loose covers, one owner, under 2,000 miles, virtually brand new condition, cost £620, guaranteed; £550.—Mayfair 3104-5. [C3009

PRIDE & CLARKE, Ltd.—1956 Austin A30 4-door saloon, 2,000 miles, £529; 1955, 9,000 miles, heater, £489; 1954, 10,000 miles, £469; 1954, 2-door, heater, £429.—Stockwell Rd., S.W.9. Brixton 6251. [C3089

£525!! 1954 A30 Countryman, grey, only 13,000 miles, host of extras, radio, heater, seat covers, windscreen spray, clock, cigar lighter, etc., beautiful car.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

NEW Austin A30 saloons, taxed and insured, ready to drive away; exchanges welcomed—any car accepted as whole or part deposit, balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. [C3088

Austin A30 Cars Wanted

CMI

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

REALLY specimen A30s wanted.—Gerrard Cross 2077. [3744

REALLY good 1954 A30 wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086

ALMOST new A30 required immediately.—Morley, 76 Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Austin A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1947 Austin 8 d.h.c., immaculate little car; £255.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

245 gns.—Austin 8 1946 saloon, sliding head, leather, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

AUSTIN TEN

1947 Austin 10 saloon, very well maintained; £320.—Below.

1939 Austin 10 saloon, extras, very good condition; £240.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

AUSTIN TEN

1939 Austin 10hp Cambridge 4-door sln., black/blue interior, as new.—Worthing 1839. [C4027

1945 Austin 10hp saloon, excellent condition, low mileage, new battery, taxed; £245.—Byron 5222. [4618

1946 Austin 10, sound reliable car; £295.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1946 Austin 10hp saloon, heater; £275.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

AUSTIN 10 1947 de luxe sal., sun roof, engine as new, low mileage, one owner.—55, Ditton Rd., Surbiton. Elm. 4100. [4253

1947 Austin 10, carefully used and maintained, immaculate condition; £290, no offers.—Rav. 5462. [4439

1940 model Austin 10 saloon; £235.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1946 Austin 10, black with brown interior; £295.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1947 Austin 10, just fitted genuine Austin replacement engine; £315.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A40

B. J. HUNTER, Ltd., offer:—

1956 Austin A40 saloon, very low mileage; £699.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RUSSELL MOTORS, offer:—

OCTOBER 1952 Austin A40 Somerset, 14,000 miles only, one owner.

1949 Austin A40 Devon, sun-roof, heater; £365.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:—

1954 A40 Somerset, black, red upholstery, heater; £545.

1954 A40 Somerset, cream, red upholstery, heater; £535.

1955 A40 de luxe, black, red upholstery, heater; £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CHIPSTEAD MOTORS, Ltd., offer:—

SPORTS open, Sept., 1952, red, heater, chrome rims, etc., specimen; £485.

CHIPSTEAD MOTORS, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

GARDNER & Co. (HENDON), offer:—

1953 Austin A40 drop head coupe, one owner, 17,000 miles; £495.—Sunnyhill 3359 and 0030. [C2074

1953 A40 Somerset, beige, in perfect condition, £485.—Below.

1952 Devon saloon, one owner, £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

SIMPSON'S MOTORS (WEMBLEY), Ltd. English Car Sales Division, offer:—

1953 Austin A40 Somerset, fitted heater; £435.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1949 A40 Devon saloon, grey-blue; £395.—Salmons Garages, Ltd., Temple Bar 3336. [C4001

LIMITED number brand new A40 saloons, Countryman, pick-ups at old price.

AUSTIN House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1954 Austin A40, blue, 13,000 miles, heater, radio and sunshine roof fitted, one owner; £535.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

1954 Austin A40 Somerset saloon de luxe model, leather upholstery and heater, colour black; £525.

1953 Austin A40 coupe, one owner, de luxe, colour black, red leather and heater; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

525 gns.—Austin A40 1954 Somerset convertible, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Austin A40 late 1954 Somerset saloon, Windsor grey, sliding head, red leather, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

345 gns.—Austin A40, October 1948, saloon, leather, heater, carefully used; choice of 10 A40's; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Austin A40, GS3, green, leather, heater, guaranteed; £410.—Campbell Symonds, Perivale 4456. [C1037/1

1954 Austin A40, heater, immaculate; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 A40 coupe, genuine 13,000 miles, heater, loose covers, fully guaranteed; £595.—Campbell Symonds, Wembley 6262. [C1037

1954 Somerset de luxe, 1,700 miles black/red, heater, perfect; £540.—6, The Rangers, Dursley, Glos. [4490

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1951 Austin A40 saloon, immaculate; £415.—Tate & Hitchins, Ltd., Hayes Crescent, N.W.11. Speedwell 9873. [4474

1952 Austin A40 Somerset saloon; £455.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C5088

1952 Austin A40 Somerset saloon, grey, one owner, heater; £450.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

A40 1952 (Nov.) Somerset saloon de luxe, one owner, sun roof, gen. 27,000 miles, new set Dunlop gold seal tyres, immaculate; £475.—Vic. 5326. [4376

1956 Austin A40 Countryman, 1,200 miles; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Sq. Tube Station). Temple Bar 5588. [C1027

1954 A40 Somerset saloon, grey, 15,000 miles only, heater, excellent condition, taxed for year; £515.—Reys Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [4415

1954 Austin A40 Countryman, grey, with brown interior, fitted heater, excellent condition throughout; £485.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 2233 [4026

AUSTIN A40 Somerset saloons, choice of 2, 1953 and 1954, one black with beige leather, one black with red leather, both low mileage and in extremely nice condition; from £485.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3076. [C1107

1951 (December) GS3, heater, covers, rack, screen washer, one engineer owner, has renewed silencer, shock absorbers, camshaft chain, water pump, valves, brakes, battery, lights; £420.—Meadway 1689. [4520

Austin A40 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SOMERSET convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

CASH immediately for good Austin A40.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012 [W2003

AUSTIN A50

H. A. SAUNDERS, Ltd., offer:—

1955 A50 de luxe, black chestnut upholstery, heater; £695.

1955 A50 de luxe, Chelsea grey, red upholstery; £665.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092

ALEXANDER LAYSTALL. High-power conversions for A50.

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel 345. [C1094

AUSTIN A50 at old price.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [4023

1954 Austin A50 Cambridge saloon, one owner, de luxe specification, heater and leather, perfectly maintained; £595

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1954 (Dec.) Austin A50 de luxe, blue, fitted s/washers, w/mirrors, spot lamp, one owner, immaculate; £600.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Spe. 1196. [C1097

PRIVATE.—A50, March 1955, 13,000 miles, really fine specimen, maintained regardless of expense, blue, many extras; £650.—Box 1317. [4540

1955 Austin A50 de luxe, Chelsea grey, 9,000 miles, one owner, as new; £625.—Brew Brothers Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5353. [C1083

1955 (May) A50 de luxe saloon, Chelsea grey, maroon hide, seat covers, Ace Rimbellishers, 10,000 miles, one owner; £650.—Robbins, East Putney. Tel. 7881. [C3010

1956 Austin A50 Cambridge saloon de luxe, black, mileage 2,000, condition as new; £695; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£650!!—A50 Cambridge saloon, black, heater, 7,000 miles only, one fastidious owner.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

AUSTIN A50 de luxe, 4,000 miles, one careful owner, registered November, 1954, turquoise blue, B.M.C. guarantee; £600; terms and exchanges.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [C3012

TANKARD & SMITH, Ltd., offer 1955 Austin A50 Cambridge saloon de luxe, blue/blue, 12,000 miles, one owner, heater, exceptional condition; £625, three months written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

Austin A50 Cars Wanted

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Austin A50 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

AUSTIN TWELVE

AZ MOTORS offer 1947 model Austin 12 saloon, disc wheels, heater; bargain £250!!!—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

L. F. DOVE, offer:—

1948 Austin 16 saloon, black, with brown, excellent condition throughout; £295.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1948 Austin 16; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

CARTWRIGHT HAMILTON CARS, Ltd. (Austin 16 buyers), offer:—

1948 series A16, black/brown, radio and heater; £295.—282 Kensington High St., W.14. Western 0207. [4581

HEARSES, Hearses, Hearses.—We build bearer or decks on the 16 chassis. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

The Autocar

each week and will see YOUR advertisement.

HIRECAR limousine, October 1951, one owner, heater, Rimbellishers, taxed year, exceptional condition; £585.

HIRECAR limousine, June 1952, low mileage, one private owner, heaters, excellent; £695.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1946 Austin 16 saloon, splendid condition throughout, colour black with brown interior, fitted heater; £275.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

AUSTIN hire car 1951, 30,000 miles only, one private owner; £565; terms arranged.—48, Forty Ave., Wembley. Arnold 4604 [4404

1948 Austin 16 de luxe saloon, finished in black, brown leather, engine just overhauled, new battery; £330.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd. Ambassador 8266. [C2033

1948 Austin 16 saloon, black with brown leather upholstery; this car is in excellent condition throughout; £325, £163 deposit.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. [C3083

ARCHIE SIMONS & Co., Ltd., 1948 Austin 16hp saloon, colour green/brown upholstery, fitted sun roof, nominal mileage, excellent condition; £295.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

ALPE & SAUNDERS, Ltd., offer Limousine Hirecars. Choice of four 1952 models, all privately owned cars in above average condition, from £495/£695. See also under Limousines column. Large selection.

A & S LTD (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006

295 gns.—Austin 16, September 1948, saloon, black, sliding head, brown leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A70

1953 A70 saloon, heater, radio, immaculate, guaranteed; £425; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4078

AUSTIN A70

CAR MART, Ltd.

SOLE London Austin distributors.

1953-54 Austin A70 Hereford saloon, heater; £515.

CAR MART, Ltd., 163 Bromley Rd., S.E.6. Hither Green 6111. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954 Austin A70 Hereford saloon, black coachwork with brown leather upholstery, absolutely spotless throughout, genuine low mileage, heater, one owner; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

H. A. SAUNDERS, Ltd., offer:—

1953 A70 Hereford, black, brown upholstery, heater, recorded mileage 4,437; £595.

1954 A70, blue, blue upholstery, heater; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092

1952 Austin Hereford, excellent condition; £425.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Cales Division, offer:—

1952 Austin A70; £385.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1953 Austin A70, green, heater, loose covers, one owner, 17,000 miles, immaculate; £495.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Spe. 1196. [C1097

HEARSES Hearses Hearses. We can supply deck hearses on the A70 chassis, brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1951 (September) Hereford saloon, fawn, heater, windscreen washers, brown leather, one owner, low mileage, unscratched; £375.—Box 1316. [4539

AZ MOTORS offer 1953 Hereford, £450!!! Also 1951 Hereford, £395!!! Both excellent condition.—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

1952 Austin A70 Hereford saloon, radio and heater, one owner, 18,000 miles only, a very beautiful car; 3 months' guarantee; £465.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 A70 Hereford, duo-green, 28,000 miles, one owner; £420.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1950 Austin A70, heater, one owner, really amazing condition; £385.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 Austin A70 sun saloon, black/brown hide interior, heater, taxed year, low mileage, just as new; £525; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

£525!! 1952 A70 drop head coupe, maroon, new Vynide hood, 28,000 miles, a rare one-owner specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

£475!!!—Austin Hereford saloon, 1953 model, genuine one owner car, finished suede green with green hide interior, built-in heater, moderate total mileage, excellent condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

495 gns.—Austin A70 1954 Hereford saloon, Sandringham fawn, sliding head, heater, wing mirrors; one owner, unmarked; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 A70 saloon, original throughout, heater, superb performance; £395; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

£545.—1952 Austin A70 Papworth Countryman, genuine manufacturer's ash body, heater, radio, twin spots, wing mirrors, cigarette lighter, in beautiful condition throughout, a rare and much sought after vehicle.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

Austin A70 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0353/R

CASH immediately for good Austin A70.—H. F. Edwards, 26-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A90

1952 Austin A90 saloon, excellent condition; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Austin A90, very low mileage, unmarked; £795.

DENHAM SERVICE STATION Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90

AZ MOTORS offer 1952 A90 hardtop saloon, one owner; £450!!!—Palmerston Rd., N.W.6. Tel. Mal. 4725. [C1011

1951 A90 saloon, heater, magnificent, guaranteed; £400; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319 [C4078

1951 Austin A90 Atlantic saloon, radio, heater, excellent condition; £460.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Austin A90 Atlantic saloon, every conceivable extra, nice order; £399; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1956 (Nov., 1955) Austin A90 de luxe saloon, black/red, 4,300 miles, heater, etc., one owner, excellent; £825.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

1955 Austin A90 saloon de luxe, radio, heater, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

Austin A90 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [0059/R

AUSTIN A90 Atlantic hard top, 1952 model; must be in superb condition with genuine low mileage.—Tel. Walsall (Staffs) 5811. [4501

AUSTIN A90 (6-cyl.)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1955 Austin A90 Westminster saloon, practically new and unused, extremely low mileage, carefully driven and maintained; 729gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

H. A. SAUNDERS, Ltd., offer:—

1955 A90 Westminster de luxe, black/red upholstery, heater; £765.

1955 A90 Westminster de luxe, blue with blue and beige upholstery, heater; £765.

H. A. SAUNDERS, Ltd., 836/842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092

GUY SALMON AUTOMOBILES offer:—

1956 series Austin A90 Westminster de luxe saloon, 6,000 miles only, radio, heater, Ace Rimbellishers, wing mirrors, reversing light, spotlights, etc.; price new to-day in excess of £1,000 with extras; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ALEXANDER LAYSTALL. High-power conversions for A90 (6 cylinder).

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345 [C1094

1956 (February) Austin A90 Westminster de luxe, heater, black with maroon leather, 1,200 miles only; £850.

LOXHAMS MORRISERVICES, Ltd., Sudell Cross, Blackburn. Tel. 7116. [3887

LIMITED number brand new A90 Westminster de luxe saloons at old price.—Austin House, 140 Golders Green Rd., N.W.11. Speedwell 6041. [C4004

1955 Austin A90 Westminster de luxe saloon, colour beige, one owner, recorded mileage 4,700, immaculate condition; £725.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

AUSTIN EIGHTEEN

G&M ALFREDS (1956), Ltd.—1938 Austin 18 7-seater Iver limousine, splendid order.

1939 Austin 18 7-seater limousine.—6-7, Warren St., W.1. Euston 3268. [C1005/1

AUSTIN A125 & A135

CAR MART, Ltd.

SOLE London Austin distributors.

1955 Austin A135 Princess l.w.b. limousine, heater, finished in grey with grey upholstery; £2,450.

1951 Austin A135 Princess saloon, sliding head, radio, heater, finished in black with brown upholstery; £750.

CAR MART, Ltd., 297 Euston Rd., N.W.1. Euston 1212. [C1039/1

CAR MART, Ltd

SOLE London Austin distributors.

1951 Austin A125 Sheerline limousine, heater, finished in black with brown upholstery; £1,150.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

VINTAGE AUTOS, Ltd., offer:—

£465—1951 Sheerline saloon.

VINTAGE AUTOS, Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

1950 Austin Sheerline, new condition, 16,000 miles; £515.—Cook Bros., 262, Newmarket Rd., Cambridge. [4392

AUSTIN A125 & A135

PETER BANTOCK CAR SALES offer:—

1951-2 Austin Princess saloon, black with 2-tone brown upholstery, equipped with radio, heater, Ace Rimbellishers and new whitewall tyres, beautifully maintained; £695.—104, High Rd., Chiswick 2725/5870. [C1014

DUNHAM & HAINES OF LUTON offer:—

1952 Austin Princess saloon, black with grey upholstery; £645.—Dunham & Haines, 46, Castle St., Luton, 2100-1. [C1079

CAMDEN MOTORS, the Limousine specialists.

AUSTIN Sheerline limousine, special long wheel base model, 1952, with widest three-seater occasionals, heater and radio, beautifully maintained car, coachwork and interior literally spotless, superb mechanical order; £1,095.

AUSTIN Sheerline limousine, 1951, long wheel base model, heater and radio, rimbellishers, taxed privately since new, excellent condition; £995.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special Hire Car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. [C1035

1950 Austin Princess, superb condition; £585.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

HEARSES, Hearses, Hearses.—We build hearse and decks on the Princess. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

CARTWRIGHT HAMILTON CARS, Ltd (Austin Sheerline buyers), offer:—

1952 an outstandingly good example in silver grey that has covered only a very small mileage, recommended; £555.—282, Kensington High St., W.14. Western 0207. [4586

LIMOUSINE, 1951/LWB, privately owned, seven passenger, many extras, excellent throughout, black; £895.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1950 A135 Princess saloon, black, one owner; £595.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£385—1949-50 Sheerline saloon, black, brown leather, radio, heater, screen washers, new set tubeless tyres, taxed year, absolutely faultless.

SPEED MODELS (BRIAN FINGLASS), 54, Warren St., Euston Rd., W.1. Euston 2156. After 6, Livingstone 7777. [4556

1954 model Austin Princess touring limousine, midnight blue, as new; £1,495.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

1950 Sheerline, one owner, 21,000 miles, very good condition; £445.—Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. [C4036

1950 Austin Sheerline saloon, radio, heater, in perfect condition; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3098

1949 Austin A125 Sheerline saloon; two at £395.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1950 Austin Sheerline, grey, one owner, radio and heater; £405.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1949 Sheerline, black with fawn upholstery, fitted heater and other extras, immaculate condition, taxed year; £395.—K. J. Motors, Ltd., Bromley, Kay. 3456. [4471

1955 Austin Princess saloon, also limousine at considerable saving on present list, 50 miles; £2,150.—J. Davy, Ltd., 160-4, Kensington High St., W.8. Wes. 7181. [C1069

ALPE & SAUNDERS, Ltd. Austin 1953 Sheerline, black, beige, low mileage, faultless condition throughout. £715. See also under Limousines column. Large selection of L.W.B. Limousines.

A & S LTD. (Limousines Purchased). Providence Court, North Audley Street, Mayfair 2941. [C1006

1949 Austin Sheerline saloon, in black, fawn hide interior, radio, heater, amazing value, cost £1,800 new; £395.—Hillwood Motors, Mill Hill (London) 4252. [4309

1952 Austin Sheerline saloon, black/beige, heater, radio, very sound throughout, must be seen, 3-month guarantee.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1949 Austin Princess saloon, black, fawn leather and cloth upholstery, one owner; £525.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1954 (December '53) Austin Sheerline saloon, black with brown hide, fitted radio, heater, mileage 10,700, unmarked throughout and as new; offers please.—George Kidd Motors, Beauchamp Rd., Leamington Spa. Leamington Spa 1247 [4465

1950 Austin Sheerline saloon, grey with grey hide, numerous extras, this car will appeal to the critical purchaser who requires a car in superlative condition and who is prepared to pay £495 for it, the mileage is only 31,000.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

Austin A125 and A135 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0852/R

ALMOST new A125/A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885 [W3016/R

Austin A125 and A135 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [0087/R

7-PASSENGER Princess, alternatively Sheerline, l.w.b. limousine required; please forward details.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [W1103

CASH immediately for good Austin Sheerline.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000: Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233 [0541/R

Austin Spares and Service

AFOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C., diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

THE CAR MART, Ltd.,

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163 Bromley Rd., Catford, S.E.6 (Hither Green 6111) [0160/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1932. [0500/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd. 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0916/R

REPAIRS, gears, gear boxes; seat covers from £3.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647 [S4100

AUSTIN spares, any year, any part! largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2852/2620. [0729/R

C. G. NORMAN & Co., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units; crankshafts blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3260/3769 [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0104/R

AUSTIN-HEALEY

WM

WELBECK MOTORS proudly offer:—

1954 Austin-Healey, red with red leather, mileage 20,000, hard top, radio, many modifications, specially tuned at world famous establishment; £745.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C3049

SLOCOMBES.

1954 (Aug.) Austin-Healey 100, cream, red hood and interior, fitted heater, Screenwashers, overdrive, twin spots, one owner; £695; unique guarantee; terms, part exchanges, cars or motor cycles.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

L. F. DOVE offer:—

1954 Austin-Healey 100 sports, 11,000 miles, absolutely immaculate; £745.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3466. [C1077

SAVE 300 pounds!!!

1955 Austin-Healey, new and unregistered, fitted overdrive and heater, saving of £300 on current list price.—H.T.P. Motors, Truro. Tel. 2581. [4307

BJ. HUNTER, Ltd., offer:—

1955 Austin-Healey 100 sports 2-seater, low mileage, unmarked; £825.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305 [C2040

1955 Austin-Healey 100, 1,000 miles only, immaculate condition; £895.—33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN-HEALEY

PASS & JOYCE Ltd., offer:—

1955 Austin-Healey 100 sports, overdrive, radio, heater, one owner car in specimen condition, metallic blue with dark blue interior, 4 months' guarantee; £845.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., London, W.1. Museum 1001. [C3039

CHIPSTEAD MOTORS, Ltd., offer:—

£750—1954 B.R.G. hardtop, heater, o/d, choice of 2 in beautiful condition.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1955 100, ice blue, 1,500 miles only, perfect; £875.—Sloane 4709. [4574

1955 Austin-Healey 100 sports, one owner, 14,000 miles only, finished in green with green leather upholstery, fitted several extras; £795.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 31295. [3872

1955 Austin-Healey 100 sports, ice blue, hard top, l.h.d., 6,000 miles only, twin spot lamps, other extras, never raced or rallied, any inspection invited; £840.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Austin-Healey.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Austin-Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Austin-Healey Spares and Service

AUSTIN-HEALEY spares and service, for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington. Tel. Kensington 1004. [3651

BENTLEY (3½, 4¼-litre and New 4½-litre)

CM

CAR MART, Ltd.

1953 Bentley 4½-litre R-type sports saloon, sliding head, radio, heater, passed manufacturer, finished in black with brown upholstery; £2,950.

1951 Bentley 4½-litre standard steel saloon, sliding head, radio, heater, finished in black with brown upholstery; £1,895.

CAR MART, Ltd., Gloucester House, 150 Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

H. C. PAUL, Ltd.

1952 (Sept.) Bentley R-type saloon, black, large boot, 25,000 miles; £2,750.

1952 Bentley standard steel saloon, big bore, midnight blue, 46,000 miles; £2,250.

1950 Bentley standard steel saloon, black, exceptional condition, full history; £1,595.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

1954 Continental saloon by H. J. Mulliner, finished in dark green with brown hide upholstery, registered May, fitted with many extras, immaculate car; £5,950.

1951 sports saloon, with coachwork by James Young, finished in silver and black with maroon hide upholstery, excellent condition throughout, fitted with many extras, registered November; £2,950.

1949 drop head coupe by Park Ward, finished in black with brown hide upholstery, 40,421 miles, immaculate condition; £2,350.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9069. [C3032

PB. Ltd., offer:—

1936 (December) 4¼-litre special Hooper sports saloon, in quite outstanding condition.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

ANTHONY CROOK

1953 R (type TM), genuine very low mileage car, full Bentley history, numerous extras; £3,100.—High St., Esher, Surrey. Tel. 4580. [C1063

JACK SMITH offers:—

1953 Bentley R type, black with beige upholstery, whole car in excellent condition; £2,850.

1952 Bentley Mark VI 4¼-litre, large bore, small boot, duo metallic grey with maroon hide upholstery, full history available, one owner; £2,150.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

JACQUIER, Ltd., offer:—

1947 Mark VI standard steel saloon, black, brown interior, radio, heater; £1,295.

1937 series H.K. 4¼-litre Park Ward 4-door saloon, radio, heater; £625.

1936 3½-litre Barker 2-door sports saloon, excellent history; £595.

1935 3½-litre Vanden Plas 4-door saloon, attractive; £425.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq. Mayfair 7444 (open until 7 p.m.). [C1082/R

RIPPON BROTHERS, Ltd.

1953 (Nov.) Bentley saloon fitted with automatic gear box, cellulosed, black/grey with red leather upholstery; price £3,450.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [0906/R

TOM GARNER Ltd., offer:

1938 Bentley 4¼-litre 4-door razor edge sports saloon by Freestone & Webb, black/grey; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

RUSSELL MOTORS offer:—

1939 overdrive Bentley drop head coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.

1939 overdrive Bentley semi-razor edged saloon by Thrupp & Maberly.

1939 overdrive Bentley saloon by Park Ward.

1937 Bentley 4¼ Park Ward special saloon, recent engine overhaul, including crank regrind.

1937 4¼ Bentley semi-razor edged saloon by Thrupp & Maberly, radio, heater, etc.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co., Ltd.

1954 Bentley R-type automatic gear saloon, velvet green, fawn leather upholstery, 15,000 miles.

1953 Bentley R-type sports saloon in grey with red leather upholstery, 19,000 miles.

1953 Bentley R-type sports saloon, Tudor grey, 20,000 miles.

1953 Bentley H. J. Mulliner lightweight special saloon, black, 15,000 miles.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C2006

PHILIP RICKARDS, Ltd., offer:—

1949 (Nov.) Bentley standard steel saloon, grey, 23,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [C3051

MASCOT MOTORS, Ltd., offer:—

1937 4¼ H. J. Mulliner saloon, repainted in two greys, first-class condition throughout; £575.

1937 4¼ Barker saloon, repainted maroon and beige, extensive mechanical work carried out; £575.

237 Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Thames. Tel. Derby 47471-6. [C4073

GUY SALMON AUTOMOBILES offer:—

1951 Bentley Mark VI standard steel saloon, one owner from new, 58,000 miles, carefully maintained; £1,850.

1950 Bentley Mark VI standard steel saloon, a genuinely superb example, quite as new in every respect, 48,000 miles only; £1,750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DENHAMS GARAGE (ESHER), Ltd., offer:—

BENTLEY standard steel saloon, October, 1949, exceptional condition throughout; £1,395; part exchanges, deferred terms.—High St., Esher, Surrey. Tel. 2021. [C1100

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1937 Bentley 4¼, fitted with distinctive special razor-edge body by Freestone & Webb, finished in black with all usual chromium in special plating, engine complete overhaul and bodywork unmarked; £685.

FELL Rd., Croydon. Tel. Croydon 7464. [C1098

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1951 Bentley Mk. VI by H. J. Mulliner, in finest possible condition; £2,675.

1949 Bentley Mk. VI steel saloon, complete engine overhaul; £1,495.

1939 Bentley 4¼ (overdrive) d.h.c. by Vanden Plas, superb condition; £975.

1936 Bentley 4¼ by Park Ward, perfect history; £585; guarantees, terms, exchanges; distance no object.

1176—1180, Christchurch Rd., Boscombe E., Bournemouth. Tel Southbourne 43344 & 43345. [C4024

1935 3½ Park Ward saloon; £325.—Sloane 4709. [4573

WEYBRIDGE AUTOMOBILES, Ltd., special retailers of Bentley and Rolls-Royce cars, offer:—

1953 (August) Bentley standard steel saloon, black, one careful owner, regularly maintained by us; £2,950.

1938 4¼ Bentley Park Ward saloon, blue, mechanically sound and open to any inspection; £565.—Weybridge Automobiles, Ltd. Weybridge 2253. [4593

1937 model Bentley 4¼-litre saloon, heater, radio; £495.—L. F. Dove Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1948 Bentley steel saloon, black/brown, radio, heater; £1,335.—Odeon Motors, Ltd., Bar. 1144. [C3028

ACRES offer.—1949 (October) Bentley, navy blue with blue interior one owner, good condition; £1,395.—136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1602A

BENTLEY (3½, 4¼-litre and New 4½-litre)

CARTWRIGHT HAMILTON CARS, Ltd. (Bentley buyers), offer:—

1949 standard steel saloon in midnight blue, complete with extra spotlights, wing mirrors, radio, heater whitewall tyres, seat covers, etc., etc., a distinctive car in excellent condition; £1,350.

1953 R-type saloon, a superb example with full Bentley history; strongly recommended; £2,750.

1951 standard steel saloon, finished in attractive green with beige upholstery, an immaculate car at a moderate price; £1,650.

1952 4½-litre H. J. Mulliner, black with brown upholstery, a low-mileage car in impeccable condition.—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 0207. [4585

1939 Bentley MX series 4½ superb utility, 100% A.A. report; £735.—Leatherhead 2271. [C3029

CHARLES FOLLETT, Ltd., Officially Appointed Rolls-Royce and Bentley Retailers and Repairers, offer:—

1954 (Oct.) Bentley R-type, automatic gear box, 2 shades metallic grey, one owner, genuine 19,000 miles; exhibition condition; £3,775.

1952 Bentley Mk. VI sal., with bench front seat, incorporating a disappearing division, dark green, grey leather; ideal dual-purpose car either chauffeur or owner driver; £2,375.

1951 (Dec.) Bentley big bore sal., black, blue leather, one owner, 41,000 miles; exceptional condition and excellent history; £2,450.

ALL the above cars were supplied new by us.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1937 4¼ Bentley Thrupp and Maberly saloon, serviced by Rolls-Royce; £700.—Box 1221, or Tel. Cro. 9327. [4213

1934 3½-litre Bentley fitted post-war close-coupled sports saloon body, finished in dual grey, £250 engine overhaul; £525.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090

1948 (Sept.) Mark IV Bentley standard steel saloon, 50,000 miles, radio, excellent condition, bargain for quick sale; £1,100.

GROVE, Manzard House, Downham, nr. Billericay, Essex. Tel. Ramsden Heath 276. [4369

APRIL 1955 Bentley, automatic gear, two-tone grey, 14,000 miles, one owner, regularly serviced; £4,000.—M. Goldblatt, 97, Frederick St., Cardiff. [4372

1939 (Overdrive) Bentley (4-door coupe) by Hooper, concealed hood, excellent condition, no dealers; £750.—Tel. Chichester 3345. [4398

1955 Bentley automatic, new condition, dual grey, one owner, low mileage; £3,850.—37, Astons Rd., Moorpark. Northwood 3046, after 7. [4363

ACRES offer.—1952 Bentley Mk. VI, large engine, black and grey, moderate mileage; £2,250.—136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A/1

1937 Bentley Park Ward top hat saloon, recent overhaul; £650.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

JACK OLDING & Co. (MOTORS), Ltd., Official Rolls-Royce and Bentley Retailers, offer new S series Bentley Hooper special sports saloon, blue, completely equipped.

ALSO from their selection of passed used cars:—

1954 Bentley 4½-litre H. J. Mulliner Continental saloon, black, brown hide, synchromesh; £5,500.

1954 Bentley 4½-litre standard saloon, dual grey, grey hide, automatic, one owner; £3,750.

1954 Bentley 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,550.

1953 Bentley 4½-litre standard saloon, black, red hide, another special grey; £3,150.

1953 Bentley 4½-litre 2-door James Young saloon, blue, grey hide; £4,250.

1952 Bentley 4½-litre H. J. Mulliner lightweight saloon, black, tan hide, one owner; £3,250.

1951 Bentley 4½-litre standard saloon, bench type seat; £1,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242. Park 5077. Open to 7 p.m. [C3030

1948 Bentley Mark VI standard steel saloon, black, £1,195.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068

1939 MX series fixed head coupe by H. J. Mulliner, black, total mileage 52,000, Bentley history, taxed year; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

495gns.—Bentley, 1937, 4½-litre Park Ward four-some drop head coupe, black, blue leather, carefully used; terms, exchanges.—Rowland Smith, below.

365gns.—Bentley, 1936, 3-litre Rippon sports saloon, Cotswold beige with chrome waistline, sliding head, red leather, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (late) Bentley Mark VI saloon, 35,000 miles, indistinguishable from new; £1,895; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1935 Bentley, 3½-litre, French razor edge body, beautiful condition, radio, heater; £575.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3088

1938 Bentley Park Ward saloon, recent and considerable bills, coachwork in beautiful condition; £685.—Hyde Park Corner, 33, Grosvenor Cres. Mews, S.W.1. Tel. Sloane 5213. [C4036

1953 Bentley James Young sports saloon, one owner, complete history, magnificent; £3,295.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036/1

1936 Rolls-Bentley 3½-litre Hooper sports saloon, grey, blue hide, £300 overhaul receipts available; £425. Exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1936 Bentley 3½-litre, gunmetal grey, excellent appearance, and in good condition throughout; £385.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1085

BENTLEY 4¼ 1936 Mulliner sports saloon, fitted with beater and many extras, completely resprayed in black and grey, excellent condition; price £595.—Duchesne of Wimborne. Tel. 1020. [3666

1936 Bentley 3½-litre Park Ward 4-door sports saloon, radio, heater, excellent India tyres, exceptional condition throughout; £595.—Sheppard, Chestnut Chase, Bovingdon. Tel. 3106. [3963

1953 Bentley saloon, R type, black, grey trim, all extras, 29,000 miles, superb condition; £3,350.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

£625 o.n.o.—Bentley LE series Park Ward saloon, reg. June 1939, in first-class order, locally owned, taxed; exchanges, terms.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558/9. [3568

HOLLAND PARK AUTOMOBILES offer Bentley big bore S.S., owned and maintained by Rolls-Royce until Dec. '53, one careful owner since, full works history; many '54 models, including seating, dynamo and matrix, slide-out radio, heated rear window, etc., H.P., exchanges; £2,350.

1947 Bentley Mark VI S.S. engine, 3,000 miles, radio, grey, excellent condition, H.P., exchanges; £1,195.—HOLLAND PARK AUTOS, 142, Holland Park Ave., W.11. Park 2626. [C2085

1953 (March) Bentley Mk. VI R-type chassis with 2-door Park Ward fixed head coupe body, one local owner, 23,000 miles, high ratio rear axle, radio/heater, tailored loose covers, a strikingly beautiful car finished in duo-tone blue paintwork with grey Bedford cord upholstery; exchanges welcomed.—LOXHAMS Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. Preston 4245. Showrooms open daily 9 a.m.-7 p.m. Sunday excepted. [4415

BENTLEY 4¼-litre drop head foursome coupe, Park Ward aluminium body, 6,000 miles since Bentley rebore and overhaul, resprayed black, chauffeur maintained, first-class condition and beautiful lines, 80,000 miles, two owners since new 1936; private sale £750. Taxed to year end. Heater. Manchester.—Box 1303. [4443

£1850!!!—Unbelievably magnificent and tiny mileage Bentley Mk VI saloon, vehicle not used since 1954, just left Bentley agents after routine £220 overhaul, 36,000 miles only, probably the only Bentley on offer with a specially made centre gear change—yes! centre gear change, you cannot fault this car, you can't find another like it.

£565!!!—1937 Bentley 4¼ Park Ward sports saloon, immaculate, specimen condition, recently overhauled.—Lambs of Wood Green (Established 1897), 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley. Finchley 6222. [C2052

1937-8 Bentley 4¼-litre Gurney Nutting sports 2-door saloon, this car is without doubt one of the most attractive Bentleys we have ever handled, the lines of the bodywork are really superb and in our opinion far superior to many post-war shapes, the interior is upholstered in finest quality real leather, the colour scheme is midnight blue with black above waistline, the finish of this car can only be described as unblemished, we have the full history of this car from Bentley Motors from new, a superb specimen; £695.—MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

BENTLEY (PRE 1931)

BENTLEY 1930 4½-litre saloon, engine and chassis particularly good, 21mpg and using no oil; £195 o.n.o.—Theobald, Westbury Farm, Purley, Berks. [3640

BENTLEY Red Label 3-litre 1927, 4-str., all-weather equipment, B.R.G., in excellent condition; £225, only wants seeing.—Walker, Bishops House, Great Bowden, Market Harborough. Tels. 2656 and 2925. [4378

Bentley Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.—CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434 [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BENTLEY model R type saloon, would consider automatic gear.—Sutton, North Drive House, Gt. Yarmouth. [4459

CASH immediately for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

CASH immediately for good Bentley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

LOW mileage, good condition Bentleys, 1948-1955.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3025

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate Preston, Tel. 4245. [0836/R

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Weston St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

Bentley Cars Wanted

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls

COACHWORK renovations and accident repairs.

SPARES, all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90 Holland Park Ave., Kensington. Park 5077. [S3030

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Weston St., Crystal Palace. Tel. Livingstone 3362. [0490/R

B.M.W. ISETTA

1955 (reg. Oct. 1955) B.M.W. Isetta de luxe sunsaloon, 800 miles only, quite new, present list £450; £395 o.n.o.—Bonington, Guilden Sutton, nr Chester. Tel. Mickle-Trafford 332. [4401

B.M.W. Cars Wanted

WANTED, used cream B.M.W. Isetta, cash waiting; details.—13, Grove Ave., Norwich. [3934

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.—RAYMOND WAY OF KILBURN. [0627/R

BORGWARD

1956 Isabella saloon, finished in silver.

1956 Isabella station wagon, finished in green, both works mileage.—LOCKSFORD GARAGE, Ilford Lane, Ilford 3155 (ext. 2). [4158

BRISTOL

ANTHONY CROOK offer new and used Bristols.

1956 new 405, 115mph, 25mpg, used 400, 401, 402, 404, 405 cars in stock, many at very reasonable prices, when buying a specialized car it is best to consult a specialist.—See displayed advertisement page 420.—ANTHONY CROOK, Ltd., leading Bristol distributors, High St., Esher, Surrey. Tel. 4580. [C1063

H. C. PAUL, Ltd.

1953 Bristol 401 saloon, radio, exceptionally well maintained; £1,295.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

GUY SALMON AUTOMOBILES offer:—

1956 Bristol 405 saloon, 5,000 miles only, radio, offered at a saving of approximately £700 under current list price; £2,950.

1949 (series) Bristol 400 saloon; this car is probably the most unique Bristol in the country; it was the subject of considerable expenditure at the manufacturers only 11,000 miles ago and has been faultlessly maintained since that time; condition is still almost like new throughout and the car must be seen and tried to be appreciated; £825.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WOKING MOTORS (Mercedes Distributors).

1949 Bristol 400, in faultless condition in every respect; £795.—Maybury Hill, Woking 4277-8. [C4057

1951 Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,150.

1953 Bristol 405 saloon, finished in heather grey with maroon upholstery; £1,700.

1954 Bristol 405 saloon, finished in green with green upholstery; £2,750.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4428

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 series Bristol type 400 saloon, black, radio, heater; £795.—Odeon Motors, Ltd., Bar. 1144. [C3028

1954 Bristol 403 saloon, 15,000 miles only, heather grey, radio and heater, faultless condition; £1,795; terms.—Philip Foster 106, High St., Uxbridge. Tel. 4202. [4176

£825 o.n.o.—Bristol 400, finest example on offer; fitted new 85C engine, done 2,000 miles since; host of modifications, CR2 box, etc.; in 100% condition; taxed; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558/9. [3683

BRISTOL, 1955 (May) 404, in completely immaculate condition, under 10,000 miles, Michelin X covers, loose covers, radio, foglamps, reverse lamps, floor mats, just been serviced and decarbonised by Bristol Service Department; £2,125.—Wray Park Garages, Reigate 2263. [4348

BRISTOL

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. West Country distributors of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25280 [0474/R

Bristol Cars Wanted

CASH immediately for good Bristol.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATE buyer requires 403 Bristol, must be in perfect condition and low mileage.—Kent, 38, Wakefield Rd., Staincross, Barnsley. [3546

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

METCALFE & MUNDY, Ltd.

THE very famous ex-Peter Hampton type 46 supercharged Bugatti short coupled saloon, sliding head, large rear trunk, polished aluminium wheels, Marchal headlights and centre spotlight, polished wood steering wheel, full tool kit, very comprehensive dash with a host of extras, everything in full working order, 2-colour Bugatti blue, complete mechanical overhaul utterly regardless of cost, lavishly equipped throughout, twin sports coils, 2 spares and all new tyres, a most tractable town car, 10 mph in top gear with a maximum of 115 mph; the car offers unrepeatable value at £495.—METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

METCALFE & MUNDY, Ltd.

BUICK saloon, registered February, 1954, 30,000 miles all extras, immaculate 51hp Dynaflow, maroon; £675.—METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1939 Buick saloon, black, good condition; £175 o.n.o.—232, Coteford St., S.W.17. [4390

£695!!!—1949/50 Buick 30hp 4-door saloon, special right-hand drive model, specimen condition.—LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 Buick special, radio, 8,000 miles; £2,200.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1953 Buick Dynaflow Special, Riveria sedan, radio, heater, washers, indicators, two shades of green, genuine mileage 27,000; price £1,350, one owner from new, first registered 5/3/54.—Apply Nash's Motors (W'ton.), Ltd., School St., Wolverhampton. Tel. 21159. [4370

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0305/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

CAR MART, Ltd.

1942 Cadillac 7-seater limousine, l.h.d., radio, heater; £425.—CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

1949 Cadillac convertible ohv engine.

1951 Cadillac Fleetwood 60 special, 42,000 miles, 2-tone colour grey.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

CADILLAC, Hydramatic drive, black saloon, registered 1951, all extras, works maintained; £850.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1954 Cadillac convertible, Arlington green, all power equipment, 7,000 miles only.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

CADILLAC Eldorado 1955 hydromatic-drive convertible, 5,000 mls., in pale blue with blue and white interior to match, fitted with power-operated hood, steering, seats and brakes, and many other extras; cost new: £5,600.

CADILLAC 62 series 1954 hydromatic-drive convertible, 16,000 mls., in blue with leather interior to match, also power-operated throughout with self-seeking radio and electronic eye; £2,750.—Tel. T. Sullivan, Hoo, 6869. Eus. 6581-2-3. [C4095

1950 Cadillac model Fleetwood 60S, laurel green, white wall tyres, hydromatic gear box, electrically operated front seats and windows, self-selecting radio, heater and demister; really super, outstanding car; £1,250; h.p., part exchange.—Church Road Motors, Hadleigh, Essex. Tel. 57271. [4143

CADILLAC 2-door coupé de ville, first registered 1954, one owner, hydromatic, ivory and bronze with lemon and black candy striped interior, Whitewall tyres, searchlight, heater, etc.; taxed December, 1956; magnificent specimen; £1,500; exchange considered.—4, Baginton Rd., Coventry. Tel. Coventry 68549. [C2108

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

AUTOSALES (LONDON), Ltd., offer:—

1955 Chevrolet V8 Bel-Air saloon, right-hand drive, radio and heater, many extras; £1,625. —Belsize Rd., N.W.6. Maida Vale 5555/2155. [4550

SIMPSON'S MOTORS.—See under American Cars; full list. [C4015

1956 Chevrolet Bel-Air l.h.d. 2-door sports sedan, powerglide, radio, heater, 7,000 miles; £2,295.

1955 Chevrolet Bel-Air saloon, radio, heater, 9,000 miles; £1,645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 Chevrolet Bel Air Powerglide, automatic transmission, radio, heater, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 Chevrolet 4-door de luxe, radio, heater, whole car in 1956 condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

CHEVROLET 1953 r.h.d. 4-door, 16,000 mls., radio, heater, 2-tone black and red; £850.—Tel. T. Sullivan, Eus. 8581-2-3. [C4093

1946-7 Chevrolet Fleetline saloon, r.h.d., black, exceptional condition; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 Chevrolet, radio, heater, 10,000 miles; £1,050. —Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Chevrolet Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service. —B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHEVROLET.—Spare parts and service for cars and trucks, the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0601/R

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495/R

CITROEN

1952 Citroen Light 15, black, heater, good condition; £425 o.n.o.; no dealers.—Tel. Wembley 7781. [3910

1953 (Oct.) Light 15, guaranteed only 28,000 miles, one owner, Underseal, etc.; no accidents; £525.—Robertson, Shipley, Alnwick. [4222

1948 Citroen Light 15 l.h.d. saloon, taxed, magnificent, guaranteed; £235; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1946 Citroen Light 15 l.h.d. Continental saloon, grey, good tyres; £245; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£385.—1951 Citroen Light 15 saloon, little used by one very fastidious owner; immediate hire purchase; part exchange welcomed.—Birkett Motors, 121, Barking Rd., E. Ham. Grangewood 4314. [4558

175 gns.—Citroen 12 1959 sports saloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

£465.—Citroen Light 15, 1951, one owner, superb condition, body, cellulose and interior, exceptional mechanically; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

JOHN S. TRUSCOTT, Ltd., for Citroen, only the best examples are offered; 1955 Light 15, 8,000 miles, one owner, sunset grey, red leather; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1955 Citroen saloon, in black, this is an enthusiast's car, fitted Hydro-pneumatic suspension, radio, etc., 5,000 miles only, one owner; write or 'phone.—North Eastern Motors, Ltd., Railway St., Newcastle upon Tyne, 4. Newcastle 36234. [4245

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CNK MOTORS are very good buyers of specimen Citroens.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

Citroen Spares and Service

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 8464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs; all spares stocked. [0585/R

DAIMLER

NEWNHAMS, Ltd.

1956 Daimler Conquest saloon, negligible mileage; £1,435.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

ROBBINS OF PUTNEY.

1955 (September) Daimler Century saloon, black with fawn leather, heater, screen washer, etc., 2,000 miles, as new throughout; £1,495.—Robbins, East Putney. Tel. 7881. [C3010

DENHAM'S for Daimler

ALWAYS a selection of good used cars available. See our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 2021, Esher, Surrey. [C1100

CAMDEN MOTORS.—Daimler.

DAIMLER Consort saloon, 1951, black, blue hide interior, a one-owner car, superbly maintained and in faultless order throughout; £595.

DAIMLER 2½-litre saloon, 1950, in first class mechanical order, reconditioned engine, excellent coachwork, finished in grey with blue hide interior; £495.

ALSO a 1950 Barker drop head available.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035

GUY SALMON AUTOMOBILES offer:—

1955 Daimler Regency saloon, black/fawn interior, this car is unique as it is the only one, we understand, to be fitted with the 4½-litre engine, it has power-operated brakes, overdrive and radio, loose covers, wing mirrors, licensed for the year, whole car unmarked throughout; list price of this vehicle today would be over £3,000 and it is offered at the low mileage of 10,000, at £2,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months guarantee.

1951 Daimler 2½-litre saloon, heater, loose covers, faultlessly maintained one owner car, black with tan interior; £695.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4544

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Conquest convertible coupe (Aug., 1954), green, beige leather, radio; £1,395.

DAIMLER 2½-litre Century saloon (June, 1954), black red leather; £1,200.

DAIMLER 2½-litre Conquest saloon (Nov., 1953), grey, red leather; £985.

DAIMLER 2½-litre sports coupe (Oct., 1951), cream and black, radio, grey leather; £950.

DAIMLER 2½-litre Consort saloon (March, 1952), black, brown leather; £850.

STRATSTONE, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

DENHAMS GARAGE (ESHER), Ltd., offer:—

DAIMLER Consort 1951 April, immaculate throughout, one fastidious owner only; £635.

DAIMLER Conquest saloon, finished in silver grey and blue, May 1955, low mileage, one owner, fitted radio, screen washers; £1,095.—High St., Esher, Surrey. Tel. 2021. [C1100/1

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1954 Daimler Conquest; £945.

1951 Daimler Special 2½-litre Barker d.h. coupe, with overdrive; £935.

GUARANTEES, terms, exchanges, distance no object.

1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tels. Southbourne 43344 & 43345. [C4024

1954 (August) Daimler Conquest saloon, black, loose covers, one owner, 10,000 miles; £1,025.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1947 Daimler 2½-litre, in outstanding condition; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

COUNTY GARAGE offer the following engineer-tested used cars:

£850.—Daimler 1954 Conquest, black, heater, covers, etc., small mileage.

£695.—Daimler 1951 Consort, green, radio, heater, spot and fog lamps, w/washers, small mileage, immaculate.

£650.—Daimler 1952 Consort, black, heater, very clean.

£550.—Daimler 1951 (Dec. '50) Consort, grey, heater.

£595.—Daimler 1952 (Dec. '51) Consort, grey, radio, heater, very good; part exchange; terms; insurance.

COUNTY GARAGE (MANCHESTER), Ltd., Sackville St., Manchester, 1. Central 8011-2. [4315

1956 cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [2275

1953 (Sept.) Daimler Conquest, one owner, very low mileage, in exceptionally fine condition; £895.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [1070

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [0667/R

DAIMLER

1947 (June) Daimler 2½-litre saloon, blue/blue, a most distinctive vehicle; £325; part exchanges, deferred terms.

MILHALL SERVICE, 55, South Edwardes Square, nr. Kensington High St., W.8. Western 4351. [C3094

2550 miles only, Aug., 1954, Century Daimler, hardly soiled saloon; £1,185.—24, Combe Rise, Worthing. Findon 2378. [4340

DAIMLER Conquest, grey/green duo tone, factory mileage only.—Sargeant & Collins, Bromley, Imperial 2242. [4570

DECEMBER, 1954, Daimler foursome coupe, power operated top, Century engine, radio and heater, 18,000 miles, one owner; £1,250.

1954 Daimler Conquest saloon, silver grey and red leather, 16,000 miles, one owner; £950.

THESE cars with our usual guarantee.—Spink (Bournemouth), Ltd., Daimler House, Poole Hill, Bournemouth. Tel. 5405. [4479

1950 2½-litre Hooper Empress, black, immaculate, completely reconditioned by Daimler about 8000 miles ago.—McLean's Garage, Ardrossan 1439. [3623

1954 model Conquest, moderate mileage, in immaculate condition; £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1949 Daimler 2½-litre saloon, spotless coachwork, excellent mechanically; £365.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2063

1954 Daimler Conquest saloon, radio, heater, low mileage, immaculate; £975.—A. Owen (Hendon), Ltd., The Hyde, London, N.W.9. Colindale 5185. [C3095

1955 Daimler Century, 5,000 miles, finished green/cream, seat covers, as new throughout; £1,595.—Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1953 Daimler Conquest, low mileage, black, excellent condition; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

1954 Daimler Century saloon, black with red leather, spare unused and the whole car immaculate throughout; £1,025.—Welwyn Sales Depot, Ltd., Welwyn Garden 2345. [4567

225 gns.—Daimler 1939 2½-litre saloon, black, sliding head, brown leather, preselector, l.f.s., excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 (Nov.) Daimler 2½-litre special sports drop head coupe, overdrive gear, radio, in exceptional condition throughout, £300 recently spent on overhaul by Daimlers; £825.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1954 Daimler Conquest, fitted radio and heater, Undersealed, mileage 12,000; this is the property of a company director and has been kept in immaculate condition irrespective of cost, taxed; £975. —Box 1228. [4233

1954 (Nov.) Daimler Century 4-seater drop head coupe, black, red hide, 4,500 miles only, next-to-new, one owner, to-day's cost £2,041; realistic value at £1,375; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Daimler Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

WANTED, nearly new Daimler saloon; details and price; distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2023

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

1951 model Delage D.6-3 litre 6-seater saloon, in 2-tone metallic grey, heater, radio, etc., mileage 28,500, one owner, completely checked over by Delage specialist, immaculate condition; £975.

1938 model Delage D.6-70 saloon, re-sprayed black, good condition throughout; £425.

TOBY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759/4062. [4464

DELAHAYE

1949 Show model type 135 M Pennock drop head coupe, immaculate condition throughout, excellent mechanically, Cotal gear box; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711 [C3045

DE SOTO

SIMPSON'S MOTORS.—See under American Cars; full list. [C4015

D.K.W.

DKW 1938 Master series, with very pretty all-metal cabriolet coachwork, in excellent condition throughout, finished in grey with maroon hood; fitted radio, Lucas passlight, etc.; £198.—Harry Davies Car Sales, 128/132, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [4270

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

D.K.W.

REBUILT D.K.W. cabriolet, in the most magnificent powder blue and grey finish, grey hood and grey interior retrim; 6 months' guarantee on this really beautiful motor car.

B. & M. GARAGES, Ltd., for D.K.W. cars, German D.K.W. spares; terms, exchanges, for new Ford cars.—42a, St. Michael St., Paddington, W.2. Pad. 6877. [0016/R

DODGE

SIMPSON'S MOTORS.—See under American Cars; full list. [C4015

1954 Dodge Kingsway, radio, 5,000 miles; £1,475.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1954 Dodge Kingsway saloon, r.h.d., black with green upholstery, fitted heater; £1,600.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4426

FERRARI

1952 Ferrari 2.5-litre V.12 with Abbott foursome drop head coupe body, low mileage; £1,825.

1952 model Ferrari 2.5-litre V.12 with 2-seater saloon body by Ghia, 8,000 miles; £1,875.—Welwyn Sales Depot, Ltd., Welwyn Garden 2345. [4568

Ferrari Cars Wanted

PRIVATE buyer wishes to purchase Ferrari, Jaguar available part exchange, price and particulars.—Box 1323. [4500

FIAT

C.V. RUSHMER AUTOMOBILES, official Fiat agents, offer the following:—

1956 100 TV, 2,000 miles, one owner, showroom condition, £65 extras, cost £1,200, £925; 1955 1100 saloon, low mileage, showroom condition, £675; post-war 500B ohv convertible, registered 1954, recon. engine, £295.—45c, Holland Park Mews, W.11. Park 5731. [C3061

JULY, 1955, Fiat 600 saloon, green, 9,000 miles, as new; £485.—Hounslow 2151. [4268

S. & S. MOTORS.—1939 500 cabriolet, carefully maintained, £185; also one £225.

S. & S. MOTORS.—1939 4-seater cabriolet, reconditioned engine in above average condition, choice of 3, with 3 months guarantee; £225.

S. & S. MOTORS.—1939 11,000cc, 4-seater pillarless saloon, choice of 3; from £150.

S. & S. MOTORS.—1939 500cc Serite head 70 mph. respraved, new tyres, loose covers, outstanding model; £325.

S. & S. MOTORS.—1952 500C cabriolet, in excellent condition; £575.

S. & S. MOTORS, 18, Leinster Terrace, W.2. Pad. 6174. [C4090

1937 500 convertible, just overhauled; offers over £100; private.—Wim. 1420 evenings. [4524

MAYFAIR GARAGES, Ltd.—New Fiat 600; immediate delivery all colours.—Below.

MAYFAIR GARAGES, Ltd.—Fiats 1955 Belvedere station-wagon, 2-tone blue metal coachwork, one owner, small mileage, virtually new condition, guaranteed; £535.

MAYFAIR GARAGES, Ltd.—1953 Fiat 500C ohv Belvedere r.h.d. station-wagon, bronze, small mileage, extremely smart car with outstanding road performance, guaranteed; £445.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 500C ohv de luxe convertible coupe, red, soft hide upholstery, overriders, very smart car, in outstanding condition, guaranteed (choice of 3); £350.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1939 500 special open sports 2-seater, silver and black, new hood, excellent tyres, bumpers, very smart car with outstanding road performance, guaranteed; £250.—Below.

MAYFAIR GARAGES, Ltd.—Fiat late 1939 500 full 4-seater convertible saloon, black, red leather, good tyres, excellent and economical car; £175.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1939 1100 5080 4-door pillarless saloon, black, red leather, excellent condition throughout; £145.—Below.

MAYFAIR GARAGES, Ltd.—Literature and copy of Autocar road-test on request.—Below.

MAYFAIR GARAGES, Ltd., West End Showrooms, Balderton St. (opp. Selfridges clock), W.1. Mayfair 3104-5 [C3009

1955 (June) 600, grey, 5,000 miles only; £510.—Sloane 4709 [4575

1953 Fiat 500C, reconditioned engine and resprayed, with an extra seat in rear; £585.

1955 Fiat 600, grey with grey leather, 6,500 miles only; £515.

NEW Fiats, 600 and 1100, always in stock; T.V. 1400, 1900, 1900 full light, early delivery.

THE FAIRWAY GARAGE, West St., Portchester. Tel. Cosham 76770. Fiat Distributors. [4247

1955 (Jan.) Fiat 1100 saloon, genuine 12,000 miles, condition as new; £50 worth of extras; price £675.—204, Cathedral Rd., Cardiff. [3638

1956 Fiat 600, 600 miles, unmarked; £595.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

FOR a good used Fiat, specialized tuning and spares try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3578

1939 500 second series, engine and clutch just completely overhauled, excellent tyres, chrome carrier, tartan covers; £210.—Tel. Hatch End 3661. [4438

1955 model 1100 T.V., 10,000 miles, radio, special finish Show model, as new; £825.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061

1949 Fiat 500 in extremely nice condition, at the bargain price of £285; immediate hire purchase, part exchange welcomed.—Birkett Motors, 121, Barking Rd., E. Ham. Grangewood 4314. [4557

1955 2-litre, 95mph, 5-speed gear box, 5-seater, 12,000 miles, rare and much coveted model at very low price of £999 (cost £1,500); all new and many other used Fiats; specialised after sales service.

ANTHONY CROOK, Fiat distributors, High St., Esher, Surrey. Tel. 4580. [C1063

1956 Fiat 1100 saloon, 708 miles, heater, screen sprays, as new, approx. £100 under list; £755; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

FIAT

600 Fiat saloon at £100 under list price, o.n.o.; privately owned and taxed 6 months only, under 2,500 miles, grey; unmarked.—"Protea," Hawkshill, Esher. Esher 4144. Daytime Victoria 5483. [4303

1956 series, reg. Nov., Fiat 1100 sports saloon, under 4,000 miles, grey, green interior, heater, absolutely as new and at £250 under list is superb value; cash £625; terms available.—View at Copes, 5-7, Holyhead Rd., Coventry. Tel. 40238-9. [4355

Fiat Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [0685/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [0632/R

S. & S. MOTORS invite all clients to visit our new stores; London's largest Fiat stockists, at 18, Leinster Terr., W.2. Pad. 6174. [0145/R

FOR specialised Fiat service, expert tuning and spares, try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3580

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Anglia saloon, Bristol fawn with red upholstery, heater, one owner, excellent condition; £320; our hire-purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Browns.

1954 Ford Anglia, carefully used, in magnificent condition; £470.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

WOOD & LAMBERT, Ltd.—Main Dealers.

1955 Anglia, black with red interior, heater; £485.

49, Stamford Hill, N.16. (Sta. 3434.) [C4093

1954 Ford Anglia saloon, black, splendid condition; £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1953 Anglia, fawn, one owner, underseal, new batt., taxed; £315.—Cro. 6392. [4384

1955 model Anglia, green/fawn, 9,000, undersealed, perfect; £475.—Hutcheon, 47, Fairford Ave., Luton. [4373

325 gns.—Ford Anglia 1953 10hp saloon, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford Anglia 1946 saloon, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ANGLIA (May) 1954, black, heater, t/c tyres, screen-washer wing mirrors, maintained regardless of cost; £450.—Box 1331. [4569

1947 Ford Anglia, new engine and clutch, new tyres, very clean, black with red leather; £275; terms.—Ravensbourne 2391. [4591

1955 (December) Ford Anglia de luxe saloon, black, fitted heater, 1,800 miles only since new; £545.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

£315.—1953 Anglia, black, taxed year; £310, 1952 (Nov.) Anglia, 9,000 miles since new engine, heater, taxed year.—Western 4544. [4615

1946 Ford Anglia, black, loose covers, heater; £240.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

G & M ALFREDS (1936), Ltd.—1955 Ford Anglia saloon, black/red, superb; 1949 Ford Anglia saloon.—6-7, Warren St., W.1. Euston 3265. [C1005

1953 Ford Anglia, choice of 5 from £285; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1955 Anglia saloon, heater, low mileage, guaranteed; £465; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1954 Ford Anglia saloon, in new condition throughout; £475.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195; and 13-14, Castle Parade, Ewell 2393. [C1054

WALTER SCOTT, Ltd., offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. [C4006

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloons, low mileage, heater, choice several from £499; 1954, 12,000 miles, £479; 1953, low mileage, £319.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1951 Ford Anglia saloon, reconditioned engine, attractive appearance, excellent performance, £275; another, £265; Trade Enquiries Welcomed; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3050

Ford Anglia Cars Wanted

ALMOST new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD (8 h.p.)

125 gns.—Ford 8 1938 de luxe saloon, good condition, terms, exchanges.—Rowland Smith, below.

89 gns.—Ford 8 1937 model saloon, loose covers, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JANUARY, 1953, Ford 8, tyres good, only 5,000 miles' running since reconditioned engine installed.—Box 1229. [4231

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (November) Popular saloon, Dorchester grey with blue upholstery, indicators, parcel shelf, low mileage, one owner excellent condition; £335, our hire-purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

SLOCOMBES.

1954 Ford Popular, grey, extras, reconditioned engine, one owner; £350; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

1955 (July) Popular, black/red, immaculate, one owner car, 8,000 miles, useful extras; £350.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1954 Ford Popular saloon, black, heater, indicators; £345.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1954 Ford Popular, many extras, has been fully maintained, excellent condition.—Radlett 5010. [3841

1955 Ford Popular, 12,000 miles, black with red leather, as new; £355; terms.—Ravensbourne 2391. [4588

1954 Ford Popular saloon, grey, 7,000 miles, fitted trafficators, spotlight, parcel tray, immaculate; £335.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

£335.—1954 Ford Popular saloon, heater, immaculate.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1954 Popular saloon, immaculate, guaranteed; £310; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1954 saloon, black, 15,000 miles, exceptional throughout; £335.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1080

1956 Ford Popular, as new, mileage 200; £390; terms.—The Hunts Motor Co., Ltd., St. Neots, Hunts. Tel. St. Neots 309. [3825

1955 (September) Bristol fawn Popular, indicators, glove tray, 6,000 miles only; £350.—Douglas, 110, Cricklewood Broadway, N.W.2. Gladstone 8806. [4410

OCT. 1954 Ford Popular, 12,000 miles, grey with blue upholstery, good condition throughout; £345.—John Trigg, Ltd., Portsmouth Rd., Esher 2255. [C4086

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloon, 11,000 miles, one owner, £349; 1954, low mileage, choice several £329; 1953, £299.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD Populars, black, 1954 and 1955 models in showroom condition, from £315; Austin 16hp 1946 in excellent condition, £225.—J. Steadman & Sons, Cleveland St., Doncaster. [4510

295 gns.—Ford Popular 1954 saloon, fawn/red, trafficators, loose covers, one owner, spare unused, choice of five; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Ford Popular saloon, blue, one owner, extras, converted for disabled driver with right leg disability, very clean, any inspection invited, 3 months' guarantee; £335.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

NEW Ford Popular saloons, taxed and insured ready to drive away; exchanges welcomed; any car accepted as whole or part deposit; balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tul. 3684/5. [C3068

Ford Popular Cars Wanted

ROWLAND SMITH'S, the Car Buyers:—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Prefect saloon, black with red upholstery, heater, wing mirror, very low mileage, one owner, immaculate condition: £550, our hire-purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1954 Prefect, Dorchester grey, heater, low mileage, immaculate; £525; maximum h.p. [C1001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.
TEL. Harro 4282/9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

WOOD & LAMBERT, Ltd.—Main Dealers.

1955 Prefect saloon, black with red interior, heater, most attractive; £520.
49, Stamford Hill, N.16. (Sta. 3434.) [C4093

1956 Prefect saloon pvc, heater, new; £606/12.

1956 Prefect de luxe, leather, heater, new; £657/12.
RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1955 model Ford Prefect saloon (1954 November), fitted heater, black with red interior; £525.

1948 Ford Prefect saloon, colour green, recently fitted second engine; £275.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

£280—Ford Prefect, 1948; also 1950; at £320; both immaculate cars.—Tate & Hitchins, Ltd., Hayes Cross, N.W.11. Speedwell 9873. [4475

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloons, low mileage, heater; choice several from £499.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1951 (October) Ford Prefect, in good condition throughout, taxed; £330.—110, Battersea Rise, S.W.11. Battersea 0849. [C1096

1955 Ford Prefect, grey, blue leather, heater, Undersealed; carefully serviced, 9,500 miles, superb condition; £495.—Crescent 1108. [4488

1955 Ford Prefect, low mileage, heater, black; £535.—Engines Reconditioned, Ltd., 333, Pinner Rd., Harrow. Harrow 1269. [C2070

NOV. '55 Ford Prefect de luxe saloon, fitted heater, one meticulous owner since new, 6,000 miles; £600 o.n.o.—Tel. Camberley 760, normal hours. [4356

375gns.—Ford Prefect, September 1953, saloon, blue, blue leather, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

265gns.—Ford Prefect, November 1948, saloon, radio, screen washers, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1955 Prefect saloon, heater, low mileage, guaranteed; £510; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

£545!!—1955 Prefect saloon, black/red interior, only 6,000, one owner and as new.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1939 Prefect, 1955 condition, recon. engine, recellulosed green, seat covers, new dynamo, starter, etc., 37mpg; a genuine car at £185.—Youngs Garage. Mai. 1369. [4449

WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner; £535.—38, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466. [C4006

Ford Prefect Cars Wanted

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD (10 h.p.)

DICKS.

1951 Ford Taurus 10hp saloon, very modern and attractive, economical; £350.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

FORD SQUIRE

FORD Squire de luxe model, white/red leather upholstery, heater, total mlge. only 1,500, as new and fully gtd.; £685.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

FORD CONSUL

A1 at Browns.

1954 Ford Consul saloon, black, red leather, overriders, Windtone horns, carefully used and maintained; £545; choice of another in grey.
W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

RAYMOND WAY.

RAYMOND WAY OF KILBURN

RAYMOND WAY, the hire-purchase specialists.

1955 Ford Consul saloon, Dorchester grey with red leather upholstery, radio, heater, sun visor, wing mirrors, low mileage, works maintained; 629gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

FORD CONSUL

GEE CARS, Ltd., offer:—

1951 (March) Ford Consul, mist green, beige hide, radio, heater, arm rests, cushion covers spot lamp, electric clock, etc., one owner, immaculate condition, nominal mileage; £445.—169, Fulham Rd., S.W.3. Kni. 4733. [4019

B. J. HUNTER, Ltd., offer:—

1955 Ford Consul convertible, fitted overdrive, most superior condition; £675.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1955 Ford Consul, black, red leather, heater, etc., low mileage; £585.—407, High Rd., N.12. Finchley 0091. [C2053

WOOD & LAMBERT, Ltd.—Main Dealers.

1955 Consul saloon, black with red interior and heater, carefully maintained; £540.
49, Stamford Hill, N.16. (Sta. 3434.) [C4093

NEW Ford Consul I, with heater; £724/7 ex-works.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

1956 Ford Consul saloon, under 500 miles; £685.
RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

ALEXANDER LAYSTALL, high-power conversions for Ford Consul.
AMAZINGLY improved performance and economy; send for data sheets and road tests.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1955 Ford Consul, leather, heater, absolutely as new; £595.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016

1955 Consul convertible, one owner, every possible extra, low mileage; £735; terms.—Ravensbourne 2391. [4589

KENTISH & THOMSON, Ltd., 1953 Ford Consul, black, one owner; £495.—564, Wickham Rd., Croydon. Springpark 3477. [C3047

1953 Ford Consul saloon, black/red leather, radio, heater, seat covers, 28,000 miles, one owner, spotless; £510.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

1954 Consul, black, heater, 19,000, superb condition, taxed, one owner, genuine bargain £545.—Malden 4596 after 6. [4486

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, 6,000 miles, heater, covers, £589; 1954, radio, heater, £529.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Consul convertible, heater, hide, one owner, 10,700 £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 (July) Ford Consul saloon, black, leather upholstery, heater, windscreen washers, sun visor, spot light; £575.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1955 (June) Ford Consul convertible, duo-blue, 9,000 miles, indistinguishable from new; £685; exchanges.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022

CONSUL convertible, 1954, ivory, 9,000 miles, cream, leather upholstery, heater, leopard skin seat covers, etc.; £625.—Goosen, 40, Riverside Walk, Isleworth. Hou. 7596. [4206

WALTER SCOTT, Ltd., offer 1955 Consul, black, heater, low mileage, unmarked, one owner; £595.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466. [C4006

£498.—Ford Consul 1953-4 saloon, heater, wing mirrors, fog lamp, exceptional throughout; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

XXX 1953 Ford Consul saloon, finished in grey with red upholstery, heater, very attractive example; written guarantee; £485; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

495gns.—Ford Consul 1954 model saloon, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Ford Consul convertible, Dorchester grey, red leather, fitted heater, low mileage, in new condition throughout; £575.—Coles Garages, Ltd., 42, Worple Rd., S.W.19, Wimbledon 0195; and 13-14, Castle Parade, Ewell 2393. [C1054

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

LOW mileage Consul convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD ZEPHYR

ALEXANDER LAYSTALL, high-power conversions for Ford Zephyr.
AMAZINGLY improved performance and economy; send for data sheets and road tests.
ALEXANDER ENGINEERING Co., Ltd., Haddingham, Bucks. Tel. 345. [C1094

FORD ZEPHYR

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Zephyr 6 saloon, black with red upholstery, heater, twin wing mirrors, windscreen washer, low mileage, very good condition; £495.

1954 Ford Zephyr 6 saloon, Winchester blue with blue upholstery, heater, windscreen washers, cigar lighter, excellent condition; £525.

1953 (December) Zephyr 6 saloon, '54 model, black with red leather upholstery, heater, twin wing mirrors, low mileage, excellent condition; £540, our hire-purchase terms are now 5% for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

MERCURY offer:—

£895.—1955 Zephyr convertible, in as new condition, black with red upholstery and hood, fitted with every conceivable extra, Raymond Mays alloy head and twin S.U. Laycock overdrive in second and top, Marchal headlamp and twin spots, reversing light, Marchal focussing spotlight, Continental spare wheel, Ace rimbellishers, undersealed, Ecko de luxe radio, heater, loose covers, trip speedo., reading light, screen washers, radiator blind, Bray electric engine heater, Woodhead Ridemaster springs; taxed year; a perfect car in every way.
TERMS, exchanges with pleasure.
MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [C3014

B. J. HUNTER, Ltd., offer:—

1954 Ford Zephyr convertibles, one in white, one in blue, all extras, radio, heater, power hood etc.; £725.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

NOELE ROSCOE, Ltd., offer:—

1954 Ford Zephyr convertible, one owner, maintained regardless of cost; radio, heater, screen washers, town and country tyres, automatic electric hood; this beautiful specimen only wants seeing; exchange, terms; £735.—High Rd., Byfleet 270 and 4199. [4406

WOOD & LAMBERT, Ltd.—Main Dealers.

1954 Zephyr saloon, grey, leather, heater, radio, most attractive; £515.

1953 Zephyr saloon, blue with blue leather, heater, low mileage; £475.

1953 Zephyr saloon, blue, leather, heater, well maintained; £455.
49, Stamford Hill, N.16. (Sta. 3434.) [C4093

1953 Ford Zephyr saloon, black, one owner, heater; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

ZEPHYR convertible, power top, unused, cost over £1,000; accept £895; p/exchange considered.—24, Northway, Maghull, Liverpool. Maghull 456. [4389

1953 Zephyr, black, red leather, heater, excellent condition; £445 o.n.o.—119, Hammersmith Rd., W.14. Fulham 7354. [4529

£565!!—1954 Ford Zephyr saloon, blue, grey interior, only 12,000 miles, one very careful owner.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1955 Ford Zephyr, black with red, radio, heater, screen wash, one owner only.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. Northampton 3616. [4466

CASS'S MOTOR MART.—1955 Ford Zephyr saloon, black, red hide, heater, screenwashers, spotlight, genuine 3,400 miles, one owner; £695; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 Ford Zephyr saloon, grey/red leather, one owner, many extras, an immaculate car, 3-month guarantee; £565.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1956 Ford New Zephyr saloon, radio, heater, 1,700 miles only; £915.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1955 Zepayr saloon, green, leather upholstery, overdrive, heater, wing mirrors, screenwashers, spare unused, carefully maintained and immaculate; £700.—Shorts, 21, Barter St., Bloomsbury, W.C.1. [4610

TANKARD & SMITH, Ltd., offer 1955 Ford Zephyr convertible, black/red leather, one owner, power-operated hood, immaculate condition; £750; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1954 Ford Zephyr saloon, colour green, leather and heater high compression head, twin carburettors, Servais special exhaust system, one owner; £575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1954 Ford Zephyr, overdrive, 3 carburettors, special exhaust, raised compression, Michelin X tyres, many other extras, one owner, first-class condition.—Jackson, Manor House, Thorp Arch, Yorks. Tel. Boston Spa 2132. [4391

1952 (Nov.) Ford Zephyr saloon, black, red leather, heater, special h.c. head, triple carburettors, new battery, tyres and brake linings, 28,000 miles of careful driving and regular maintenance, many extras, unusual opportunity; £480.—Tel. Denham 2901 evenings or Abbey 2283 office hours. [4287

Ford Zephyr Cars Wanted

LOW mileage Zephyr convertible wanted.—35, Kinnerton St., S.W.1 Belgravia 3711. [W3045

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD ZODIAC

L. F. DOVE offer:—

1954 Ford Zodiac, heater, white wall tyres, excellent condition throughout; £595.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Zephyr-Zodiac saloon, grey and fawn, 7,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1955 Ford Zodiac, fawn and grey; £635.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [4003

1956 Ford Zodiac, grey/fawn leather, heater, 600 miles only, one owner, as new, taxed; £845.

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke. Tel. 1690. [4605

£695.—1955 Zodiac, 3,000 miles, as new.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841-2. [C2075

1955 Zodiac, black, heater, 4,000 miles, export model, extras, condition throughout as new; £700.—Tel. Fre. 8397. [4535

FORD Zodiac (March '55), fitted overdrive, 11,000 miles, one owner, immaculate; £675.—Blundells, Christ Church Rd., Folkestone 2726. [C1108

100 mph+ 1954 Zodiac saloon, full Raymond Mays engine conversion, twin exhaust system, modified suspension, competition shocks, electric overdrive on all gears, rev. counter, temperature and oil gauges, Michelin X tyres, Ekco radio, twin Marchal sports, twin reverse lights, usual standard extras, finished in grey and blue with matching upholstery; £675.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23125. [C2090

FORD (V.8)

BROOKLANDS: retailers.

NEW Ford V8 Thunderbird on show and for delivery.

BUY or sell with confidence; exchanges

103 New Bond St., London, W.1. Mayfair 8351. [C1029

G & M ALFREDS (1936), Ltd.—1951 Ford Pilot, radio and heater, above average.—6-9, Warren St., W.1. Euston 3268. [C1005

1951 Ford Pilot, radio, heater, loose covers, tyres good, regularly serviced, spotless condition, taxed Dec.; £335.—Railway House Hotel, Steventon, Berks. Tel. Stev. 222. [4396

£295!!—October 1950 Pilot saloon, black, brown leather, radio and heater, superb specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

1936 Ford 30hp drop head coupe, recent new engine and hood, outstanding condition, almost new tyres; £125; exchanges, terms.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

265 gns.—Ford V8 Pilot, September 1949, saloon, leather, heater, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford V.8 Cars Wanted

FORD Pilots urgently required.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [W3063

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CANADIAN FORD

H. C. PAUL, Ltd

1955 Ford 8 Canadian custom line saloon, black, automatic r.h.d., 6,000 miles, radio; £1,495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

AMERICAN FORD

1955 Ford Customline, 7,000 miles, as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016

SIMPSON'S MOTORS.—See under American Cars; full list. [C4015

FORD, American, 1955 l.h.d., 4-door, 9-seater ranch wagon, 3,000 mls., Hydromatic drive, two-tone red and white with leather interior to match; £1,550.

FORD, American, 1955, r.h.d., 4-door, 9-seater ranch wagon, 5,000 mls., radio, heater, in metallic blue with leather and nylon interior; £1,675.—Tel. T. Sullivan. Hou. 6869. Eus. 8561-2-3. [C4095

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., official Ford agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Ford Miscellaneous Cars Wanted

CASH immediately for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares [0095/R

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ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

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VANDYKE 7222 (5 lines). [0314/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [0786/R

FRAZER NASH

1949 Le Mans Frazer Nash, actual car 3rd at Le Mans, works maintained, as new inside and out, mileage 26,000 only; best offer over £1,000.—Norman R. Culpan, Mytholmroyd. [3612

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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1951 Healey 2½-litre Tickford saloon, finished in Jaguar white, with light grey upholstery, exceptionally fast, heater, windscreen washers, etc.; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Barkerloo line, 150 yards). [C4047

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Healey Abbott coupe, finished black, beige hood, red upholstery, immaculate condition throughout; £795. [C1001

£675.—Healey Abbott 4-seater d.h. coupe, magnificent condition, guarantees, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southborne 43344-5. [C4024

1949 Healey-Elliott saloon, heater and radio, blue, a specimen motor; £465.—General St. Garage, General St., Blackpool. Tel. 22246 [4607

HEALEY, Silverstone, immaculate, condition good, carpets, etc., perfect; £495; exchanges.—Nixon's Garage, Hassell St., Newcastle, Staffs. Tel. 69154 & 64367. [4323

£535.—1951 Healey Tickford saloon, radio, heater, excellent order; exchange considered.—Brown, 126, Marsden Rd., Burnley. Tel. 4336 (evenings). [4275

1949 Elliott saloon, grey, sliding roof, radio, taxed, excellent condition throughout; £445.—9, Beresford Rd., Oxton, Birkenhead. Birkenhead 8744, evenings. [4393

1952 Healey Tickford saloon, B.R. green, 24,000 miles, heater, spot lamps, screen wipers, taxed Dec., must be seen to appreciate beautiful all-round condition; £715.—Dickinson, 22, Ash St., Southport 55773. [4395

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

Healey Cars Wanted

HEALEY Tickford wanted privately for cash.—105, Grange Crescent, Chigwell Essex. Hainault 2808. [4528

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012 [W2007

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R

CAR MART, Ltd.

1955 Hillman Minx saloon (S.V.), heater; £565.

1954-55 Hillman Minx saloon, heater; £525.

1954 Hillman Minx saloon; £510.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

ELM AUTOSALES offer:—

1948 Hillman Minx coupe, black with brown leather, excellent hood, mechanically superb; £325.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2087

B. J. HUNTER, Ltd., offer:—

1955 Hillman Californian, 4,000 miles only, extras, very attractive.

1955 Hillman Minx saloon, o.h.v., radio, heater, etc.; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1955 estate car, golden sand, red upholstery, heater; £645.

1955 Hillman Minx, maroon grey upholstery, heater; £645.

1955 Hillman Minx, black, red upholstery; £615.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII estate car, heater, blue, red upholstery, 9,000 miles, £755; another in golden sand, low mileage.

1955 Hillman Mark VIII convertible, blue, red upholstery, heater, 5,000 miles; £725.

1953-4 Hillman Minx saloons, all standard colours, low mileages; from £475.

1954-5 Hillman Minx Mk. VIII saloons, all standard colours, low mileages; from £575.

1955 Hillman Mark VIII Californian, ivory and red, red upholstery, heater, 10,000 miles, £725; also in green or black and red, low mileages.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENLYS offer with 4 months' guarantee

1955 Hillman Californian, radio, heater, loose covers, wing mirrors, one owner, very carefully used, cream and red with matching interior; £715.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4549

WESSEX MOTORS, Bridge St., Andover.

1956 model Hillman Gaylook de luxe saloon, duo tone, olive green and pearl grey, radio, heater, seat covers, Ace Rimbellishers, screenwashers, etc., etc.; a most beautiful car in every way; 4 months' guarantee.

TEL. Mr. Harnett, Andover 2326 [C4087

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1955 Hillman Minx o.h.v. saloon, finished in blue, fitted heater, wing mirrors, one owner, immaculate; £615.

FELL Rd., Croydon. Tel. Croydon 7464 [C1098

1953 Hillman Minx, black, red upholstery; £485.—Below.

1946 Hillman Minx, unbelievably clean and sound; £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Hillman Minx, £125; 1951 Hillman Minx, £395.—345, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

HILLMAN Minx, 1946 (Oct.), black, heater; £250.—123, Ruislip Rd. East, Hanwell. [4508

1954 Hillman Minx Mark VII saloon, one owner, 20,000 miles, heater, maroon; £525.

THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164-5. [4134

£285!!! 1947 (reg.) Hillman 10 de luxe saloon, good condition.

£315!!! 1947 Hillman 10 convertible, excellent condition, small total mileage.

£425!!! 1951 Hillman 10 de luxe saloon, small mileage, spotless condition.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-425, High Rd., Finchley. Finchley 6222. [C2052

1947 Hillman Minx saloon, black; £235.—Tate & Hitchins, Ltd., Hayes Cresc., N.W.11. Speedwell 9873. [4473

1952 Hillman Minx, heater; £435.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3039

HILLMAN Minx saloon, Sept. 1954, excellent condition throughout; £495.—Grey Motors, Ltd., Wolverhampton. [4266

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

495 gns.—Hillman Minx 1954 Phase VII saloon, heater, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below:—

445 gns.—Hillman Minx 1952 Phase V convertible, grey, excellent condition. Terms, exchanges.—Rowland Smith, below:—

395 gns.—Hillman Minx 1951 Phase IV saloon, heater, wing mirrors, good tyres. Terms, exchanges.—Rowland Smith, below:—

245 gns.—Hillman Minx 1946 saloon, sliding head, excellent condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HILLMAN Minx convertible coupe, black with red interior, 10,000 miles only, 1954 one-owner car, superb condition; £585.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

1939 Hillman Minx saloon; £145.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1953 (Nov.) Hillman estate car, Mark VII, one owner, recellulosed, 30,000 miles, exceptional condition; £485.

THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164/5. [4137

£289—1947 Hillman 10 drop head coupe, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1059

1956 Hillman Californian, works mileage; list price.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095

1947 (March) Hillman Minx drop head coupe, black/brown, really immaculate; £325; part exchanges, deferred terms.

MILHALL SERVICE, 55, South Edwardes Sq., near Kensington High St., W.8. Western 4351. [C3094

1952 Hillman Minx saloon, colour grey; £440.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [C4051

1955 (June) Hillman Minx de luxe saloon, fawn, under 6,000 m., undersealed, heater, radio, taxed; first offer 600gns secures.—Box 1124. [3978

1955 Minx Californian ohv, cream/red, heater, very attractive specimen; £655; terms, exchanges.—Self's Garage, Gt. Yarmouth 2379. [4512

1953 reg. Hillman Minx convertible; £395.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068/1

£385—1949 Hillman Minx saloon, ivory, red leather, heater, beautiful condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

1955 Californian, grey/blue, one owner, heater, superb condition; £645; terms; exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

£695!!—1956 (Jan.) Hillman Gaylook de luxe sln., duo-tone, ivory/blue, 400 miles only and absolutely as new.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1954 Hillman Californian, 26,000 miles, finished black and ivory, fitted heater; £520.—Arlington Motor Co., Ltd., High Rd., Waltham Cross. Tel. 4201. [4296

1953 Hillman Minx, beige with red interior, excellent condition; £475.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1955 Hillman Minx Mark VIII saloon, black, red, one owner, low mileage; offered at 555gns; terms, exchanges; written guarantee.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

PRIDE & CLARKE, Ltd.—1955 Hillman Minx de luxe saloon, low mileage, heater, £599; 1954, low mileage, £529; 1949, £349; 1954 coupe, low mileage, heater, £519; 1950, £399.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

HILLMAN HUSKY

SLOCOMBES.

1955 Hillman Husky, grey, heater, one owner; £525. Terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

WARWICK WRIGHT, Ltd., offer:—

1956 Hillman Husky Double Duty, blue, red upholstery, 4,000 miles, £575; also in green.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1955 Hillman Husky estate car, fawn, heater, very clean car; any inspection invited; 3 months' guarantee; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LOW mileage convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711.

ALMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

MODERN SERVICES GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories.—Wim. 3157. [0093/R

H.R.G.

1956 1500 twin cam disc brakes sports, full of weather equipment, absolutely as new and hardly used; £1,575, terms, exchanges.—Rudds, adjacent Central Station, Worthing 7773-4. [4420

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

SIMPSON'S MOTORS.—See under American Cars; full list. [C4015

1939 Hudson 21hp 4-door saloon, black, leather interior, radio, taxed year, as new; £225, terms.—Worthing 1839. [C4027

1955 late right-hand drive Hudson Rambler 4-door saloon, 7,000 miles only, radio, heater, overdrive, tiger-skin covers, mirrors, rimfinishers, &c., Island green and chrome; exchange considered.—4, Baginton Rd., Coventry. Tel. 68349. [C4088

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.
DEVONSHIRE House, Piccadilly W.1. Grosvenor 3401. [0106/R
DICKS.

1949 Humber Super Snipe saloon, most carefully used; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

BENTALLS, Ltd.

1950 Humber Hawk, black, brown upholstery, fitted radio and heater; £455.—Kingston-on-Thames. Kingston 1001 [C1093

CAR MART, Ltd.

1954 Humber Hawk saloon (S.V.), heater; £550.

1954 Humber Super Snipe touring limousine, heater; £625.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY, East London Branch.

299 gns.—1949 Super Snipe, metallic grey with grey leather, extras include ace discs, wing mirrors, twin spot lights, etc., 4 new tyres, 6 months' guarantee.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [4419

KNIGHTSBRIDGE offer:—

1952 Humber Pullman limousine, 2 private owners, 25,000 miles only, black, electric division, new condition.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

A1 GARAGE, Ltd., offer:—

1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795.—14-16, Childs Place, Earls Court Rd., S.W.5. Tel. Fremantle 8181. [3783

TOM GARNER, Ltd., offer:—

1951 Humber Pullman Mark III 7-passenger limousine, black; £1,195.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1954 Humber Hawk saloon, most superlative condition, every conceivable extra including whitewall tyres; unrepeatable at £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1954 Hawk saloon, black, red upholstery, heater; £695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092

GLANFIELD LAWRENCE offer:—

1953 Humber Hawk saloon, in black, heater, etc., originally supplied by us; choice of two, from £565.—407, High Rd., N.12. Finchley 0091. [C2055

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Humber Hawk, in magnificent condition, heater, etc., black; £635.

MARLBOROUGH Works, 608, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

1948 Humber Hawk, black, one owner, excellent condition; £275.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Spe. 1196. [C1097

HUMBER

WARWICK WRIGHT, Ltd., offer:—

1953-4 Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater, all low mileages; from £595.

1954-5 Humber Hawk Mk. VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages; from £795.

1955 Humber Super Snipe Mark IV saloon, blue, fawn upholstery, 7,000 miles; £1,045.

1954 Humber Super Snipe Mark IV saloon, black, red upholstery, bucket seats, 9,000 miles; £925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Humber Super Snipe Tickford drop head; £335.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1949 Humber Pullman limousine, black, wireless, heater, one owner; £750.

1951 Humber Super Snipe, black, heater, excellent condition; £375.—Hounslow 2151. [4269

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. l.w.b. chassis; brochures available.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1952 Super Snipe limousine, electric division, in excellent condition throughout; £425.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

HUMBER Hawk saloon, June 1953, good, sound car; £525.—Guy Motors, Ltd., Wolverhampton. [4267

LIMOUSINES, December, 1951, leather throughout, private owner, heater, black, excellent; £925.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

CAMDEN MOTORS.—Humber, see special advert. used car bargain supplement, page 67 this issue. [C1035

1949 Humber Super Snipe, one owner; £295.—Marshall's Garage, Walton-on-Thames 1829. [4359

HUMBER Super Snipe, new Oct., 1950, 13,000 miles only, tyres as new, offers please.—Box 1250. [4232

1953 Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £535.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. [C1056

1948 (Sept.) 14hp Hawk saloon, grey/grey interior; one owner since new; £300.—Robbins, East Putney. Tel. 7881. [C3018

1951 Humber Hawk, a specimen car; £445.—Bertram Cowen, Ltd., Mermitage Lane, Streatham. Pol. 2100. [4265

1949 Super Snipe, new engine May, 1955, good condition throughout; £550 or offer.—Wim. 1420. Private. [4525

1953 Humber Hawk, one owner, 18,000 miles only, grey, heater; £565.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2526. [C2085

1951 (Sept.) Humber Super Snipe, finished in black, red leather, extremely nice condition throughout, taxed; £385.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd. Ambassador 8266. [C2033

CAMDEN MOTORS, the Limousine Specialists, offer the following post-war Humber Pullmans all with their special six months guarantee:—

HUMBER Pullman limousines, 1954, choice of three Mark IV series with o.h.v. engine, all in leather throughout, all three cars have had one owner since new and have been taxed privately, low mileage specimens from £1,695.

HUMBER Pullman limousine, 1953, August registration, Mark IV series, ohv engine, chauffeur maintained, one wealthy titled owner, the whole car spotless inside and out and in exceptional mechanical order; £1,595.

HUMBER Pullman limousine, 1953, Mark IV ohv engine, upholstered in dark brown leather throughout, many extras, heater, loose seat covers, rimbellishers, windscreen washers, Nu-way protective mats, front compartment; £1,545.

HUMBER Pullman limousine, 1953, Mark IV ohv engine, two owners since new, taxed and used privately, standard type upholstery, leather front, West of England cloth rear; £1,495.

HUMBER Pullman limousine, 1952, Mark III series, a very nice car all round with excellent bodywork and chassis, brakes recently relined, engine, back axle overhauled; £1,095.

CHOICE of four others of the same year, two in leather throughout, two with standard type upholstery as above.

HUMBER Pullman limousine, 1951, Mark III series, recently recellulosed in black and fitted brand new set of Goodyear Eagle tyres and tubes, reasonably moderate total mileage; £1,025.

HUMBER Pullman limousine Mark III series, 1951, leather front and rear, with seat covers fitted, completely original condition, sound bodywork, good chassis and engine; £995.

ALSO one available with standard type upholstery in good condition throughout at £895.

HUMBER Pullman limousine 1950 Mark II series, one owner since new, recently fitted new battery, new set of tyres; £795.

HUMBER Pullman limousines, 1947, razor-edge models, all in black, choice of five, two in leather throughout, from £345.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special Hire Car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. [C1035/1

JULY 1955 Humber Super Snipe, black/red leather, heater, 1,500 miles; £1,150 or offer.—Wrights Motors, Hailsham 2214. [4128

1956 Humber Super Snipe, radio, heater, 2,000 miles, as new, reduced new list price with extras £1,490; bargain at £1,195.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1952 Hawk saloon, heater, magnificent, guaranteed; £385; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

£95.—1936 Humber 16 de luxe saloon, excellent condition, absolutely reliable, steering-column gear change.—Ashford (Middlesex) 4525. [4283

1955 series ohv Humber Hawk (reg. 1954), overdrive, heater, host of extras, black with fawn interior, 16,000 miles, spare unused, year's tax; £745.

1952 Super Snipe, gunmetal with grey interior, 31,000 miles, chauffeur driven, one owner; £425.—Nash (Southampton). 5 & 6, Malvern Terrace, Southampton 73963. [4288

1954 Humber Hawk Mark VI, black/biscuit, overdrive, radio, small mileage, excellent condition.—Dobsons, Ltd., Humber Agents, Staines 801. [C1074

1955 Humber Super Snipe, black with beige interior, guaranteed 2,000 miles only; £1,075.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

HUMBER Super Snipe, heater, radio, screenwashers, 1949/50, exceptionally nice condition; £325.—Norman Autos, 344/354, London Rd., Croydon, Surrey. Tho. 4657. [C3098

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1955 (March) Humber Super Snipe, superb condition, fitted with radio, heater and screenwashers, as new; £1,050.—Dobsons, Ltd., Humber Agents, Staines 801. [C1074/1

HUMBER Super Snipe (August 1955), grey/blue trim, mileage under 3,000, indistinguishable from new, offered at absurdly low price of £995.—Will Short, Ltd., Winchester. Tel. 2398/9. [4255

A.Z. MOTORS offer: 1953 Humber Hawk saloon, golden sand, spotless condition, absolute bargain, in view of its splendid condition; £565.—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

1953 Humber Super Snipe Mk. IV saloon, grey, red leather, cost over £1,600 new, fitted radio, in perfect condition throughout; £695.—Hillwood Motors, Mill Hill (London) 4232. [4310

£695!!!—Humber Super Snipe, barely 2 years old, identical with present model costing £1,600, speedometer records 16,000, whole vehicle virtually like brand new, one owner, genuine bargain.

LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1953 (September) Humber Super Snipe saloon, black/red, genuine 16,000 miles, radio, etc., magnificent car; £695.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

1953 (August) Humber Hawk saloon, satin bronze/red hide, heater, in unblemished condition, one very careful owner, and maintained by us since new; £575.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

£445.—1947 Humber Pullman 7-passenger limousine, black, specimen condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2095

1955 Humber Hawk saloon, heater, overdrive, 4,000 miles, £875.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Sq. Tube Stn.) Temple Bar 3588. [C1027

£625 Humber Hawk 1954 saloon, heater and radio, exceptionally nice condition throughout, one owner, many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, above average condition; 1949 Humber Pullman limousine, superb.—6-7, Warren St., W.1. Euston 3268. [C1005/1

1953 Humber Hawk Mk. V saloon, quartz blue, in superb condition, heater, one owner, 17,500 miles only; £565 or nearest offer; the car can be seen at Southampton by appointment; no dealers.—Box 1305. [4441

1955-6 Hawk saloon, two-tone green, heater, taxed year, 3,600 miles only; sale on behalf of executors; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1956 Humber Super Snipe, fitted with overdrive, heater, spot lamps and wing mirrors, indistinguishable from new, dual grey/red leather, 3,000 miles; £1,395.—Fridays, Ltd., Yeoman Garage, Ashford Rd., Maidstone. Tel. 87248. [3830

HUMBER Hawk Mk. VI, Oct. '54, 11,000, quite as new in every respect, fitted overdrive, H.M.V. radiomobile, heater, loose covers, electric clock, reversing light, etc.; £750, cost nearly £1,150, genuine bargain.—Ardenvohr, Minton Rd., Felpham. Tel. Bognor 1889. [4250

1953-4 Humber Hawk Mark V, 15,800 miles genuine, green/beige leather, taxed year, extras, used week-ends/holidays only, maintained as new throughout by fastidious owner, exceptionally immaculate, must be seen; £625; demonstration.—Owner, 92, Denton Rd., Newhaven, Sussex. [4494

345 gns.—Humber Super Snipe 1951 Mark III de luxe saloon, sliding head, leather, radio, heater, rimbellishers, excellent condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALPE & SAUNDERS LTD. HUMBER LIMOUSINE. 1954 Series Mark IV, Blue Riband, seven passenger with partition, black cellulose, leather throughout, wide occasionals, one private owner, heaters; £1,595. See also under Limousines column. Large selection of earlier models.

A & S LTD. (Limousines Purchased). Providence Court, North Audley Street, Mayfair 2941. [C1006

HUMBER

£850.—1955 (May) Humber Super Snipe saloon, small mileage, fitted heater, taxed year, one only, colour black, as brand new; terms.—Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924. [4595

1947 Humber Sedanca de ville 7-seater, with electric division coachwork by H. J. Mulliner; ideal hire car; this car is in superb condition throughout; original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempston, 27, Nightingale Lane, London, S.W.12. Battersea 1151. [3894

Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3.

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3835. [W3016/R

CASH immediately for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Humber Spares and Service

THE Humber specialists for all spares.—Tel. Uplands 3637. Fee advt. under Parts & Accessories. [0398/R

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

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HENLYS, Ltd., England's Leading Motor Agents. [0027/R

HPG

1955 (May) XK120, one owner, 5,084 genuine miles, suede green, and just like a new pin; cost new, £1,602; clearly great value at £1,002; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7206. Sunday 2031. [C1086

SLOCOMBES.

1951 XK120, immaculate white, red and beige interior, excellent order throughout; £685.

1951 XK120, completely resprayed pearl grey, fitted radio, heater, twin spots, luggage grid, mascot; £660.

1955 XK140 drop head coupe, immaculate, grey, red interior, recorded mileage under 6,000, fitted radio and heater; £1,445; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

A1 at Browns.

1954 Jaguar Mark VII saloon, Borgwarner automatic transmission, grey and red leather, heater, radio, many extras, 17,000 miles only, as brand new; £1,175.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

BENTALLS, Ltd.

1953 Jaguar Mark VII, black, brown upholstery, £895.

1950 Jaguar Mark V, black, brown upholstery; £495.—Kingston-on-Thames, Kingston 1001. [C1093

RAYMOND WAY.

RAYMOND WAY, East London Branch.

439 guineas.—1949 Jaguar Mark V saloon, black with brown leather, in superb condition, extras include built-in radio, heater, screen washer, Ace Rimbellishers, wing mirrors, etc. etc., 4 new tyres, 6 months written guarantee.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [4416

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

NEW Mk. VII M type saloon, fitted with automatic transmission, finished in pastel blue with blue hide upholstery.

1954 Mk. VII M type saloon, fitted with overdrive, finished in British racing green, with green leather upholstery, fitted with many extras, including loose covers; £1,050.

WE are interested in the purchase of Jaguar cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

JAGUAR

H. C. PAUL, Ltd.

1955 Jaguar XK120 roadster, dove grey, 24,000 miles; £1,075.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

RAYMOND WAY.

RAYMOND WAY, East London Branch.

699 gns.—Most superb 1952 XK120, original grey cellulose with red leather, new Vynide hood, screen and tonneau, extras include new Echo radio, heater, electric screen washer, chrome luggage rack, Ace Rimbellishers, rad. blind, twin Flamethrowers, badge bar, etc., etc., 4 new X tyres, twin pipes, air cleaners, used only for pottering, very low mileage, 6 months' written guarantee.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [4418

JACK ROSE, Ltd., offer:—

JAGUAR XK140 2-seater, 250 miles only, in black/red hide, as brand new, a few days old only; £1,445.

JAGUAR XK120 2-seater, 1953 model, green, unused 8 months, almost unmarked; £795.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

PEDIGREE CARS offer:—

1954 Jaguar XK120, fully equipped and modified, wire wheels, dual exhaust, covered bonnet, quick-fill petrol tank, etc.; a fuller description may be obtained on application; specimen condition, one owner from new; £595.—340-2, Euston Rd., N.W.1. Euston 7889. [C3093

VINTAGE AUTOS offer:—

£595.—1951/2 Mark V convertible, new engine recently fitted, new hood, loose covers, golden bronze.—Vintage Autos, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

K J MOTORS, Ltd., offer:—

1955 Mark VII M overdrive saloon, first regd. June, 1955, finished in battleship grey with red leather upholstery, fitted badge bar and wing mirrors, a one owner, exceptionally low mileage car, supplied and maintained by us, condition as new; £1,245.

1949 3½-litre Mark V saloon, grey with red leather and fitted heater and H.M.V. de luxe radio, in excellent mechanical order, taxed year; £445.

1950 2½-litre Mark V saloon available shortly.—Widmore Rd., Bromley. Rav. 3456. [4470

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1955 Mark VIIM, British racing green, green hide, overdrive, 7,000 miles, one owner; £1,250.

1955 Mark VII, pastel blue/blue hide, fitted overdrive and radio, one owner; £1,225.

1953 Mark VII, British racing green, green hide, fitted radio, one owner; £715.

1954 XK120 drop head, beige, red hide, one owner, an exceptional car; £1,015.

1950 Mark V Jaguar, green/green hide, radio; £465.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd., W.2. Ambassador 1061. [C2089

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII saloon, low mileage, beautiful condition; £665.

1951 Jaguar XK120 sports, fitted H.M.V. radio, heater, wing mirrors, etc., finished in black, tyres excellent, immaculate condition; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464.

CHIPSTEAD MOTORS, Ltd., offer:—

XK120 December, 1952, bronze, low mileage, many extras, specimen; £785.

XK120 1951, silver and red, specimen car, extras; £645.

XK140 1955 hard top, maroon/beige, overdrive, radio, heater, etc.; £1,475.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/7253/7154. [C1046

COMPTON & FULLER, Ltd., offer:—

1955 Jaguar Mk. VII M type with overdrive, grey, taxed, superb car; £1,175.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

CHIPSTEAD MOTORS, Ltd., offer:—

MK. V drop head, late 1951, radio, heater, etc., excellent example; £565.

MK. VII 1954 series, radio, heater, black/tan, low mileage, beautifully maintained; £875.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046/1

GUY SALMON AUTOMOBILES offer:—

1955 Jaguar XK140 drop head coupe, ivory/red leather, overdrive, fitted twin exhausts, chromium-plated wire wheels, Michelin X tyres, H.M.V. radio, 5,500 miles, one owner, loose covers, excellent condition; £1,650; also identical model new.

1955 Jaguar XK140 hardtop, full special equipment, including C-type head, etc., radio and special D-type power-operated brakes, 6,000 miles; £1,650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee.

1954 Jaguar Mark VII saloon, one owner, an attractive and immaculate car, battleship grey with red interior; £945.

HENLYS, Ltd., North Circular Rd., Golders Green, N.W.11. Finchley 0081. [4584

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

DUNCAN HAMILTON & Co., for Jaguars.

1955 Jaguar XK140 fixed head coupe, 7,000 miles, grey with biscuit interior, absolutely faultless throughout; choice of 2 from £1,465.

1951 Jaguar XK120, 29,000 miles only, bronze with red interior, extras, far above average.

1952 Jaguar XK120, 30,000 miles, loose covers, etc., modified engine, twin exhaust, one owner.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

HENLYS offer with 4 months' guarantee:—

1954 Jaguar XK120 convertible, radio, one owner, superb appearance and performance, white with grey interior; £995.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4546

HENLYS offer with 4 months' guarantee:—

1955 Jaguar Mark VIII type M saloon, overdrive, radio, one owner; a most attractive car, 2-tone grey with red interior; £1,355.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4547

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1951 Jaguar Mark V 3½-litre saloon, de luxe; £535.—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C4009

NEW Jaguar XK140 hardtop; £1,711/7, ex-works.

J. DAVY, Ltd., 180-4, Kensington High St., W.8 (Western 7181), 215, Brompton Rd., S.W.3 (Kni. 4215). [C1069

CHARLES FOLLETT, Ltd., Official Jaguar Agents.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

CARTWRIGHT HAMILTON CARS, Ltd. (Jaguar buyers), offer:—

1955 XK140 two-seater sports, finished in white and red, biscuit upholstery, red wheels, fully equipped with fitted suitcases, radio, spot lamp, badge-bar, wing mirrors, 1,300 miles only, from new, absolutely as new in every respect; £1,425.—282 Kensington High St., W.14. Western 0207. [4584

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1956 (Feb.) Jaguar XK140 hardtop, finished maroon, red leather, radio, one owner, 2,000 miles only, as new throughout; £1,495. [C1001

1950 Mark V Jaguar 3½, radio, heater, guaranteed; £445.—Below.

1949 Jaguar 3½, guaranteed, £295; also 1939 2½ saloons, £165; and 1939 drop head coupe, £165; payments.—Oldfield, 356, Kensington High St., W.14. Wes. 6651. [C3029

1951 Jaguar Mk. V saloon, birch grey, with grey leather, fully equipped; £550.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082

£585!!!—1951/2 Jaguar Mark V convertible, rare and beautiful condition, only one owner.

£475!!!—1950 Jaguar Mark V de luxe saloon, one owner, beautiful condition, choice 3.

£425!!!—1948 Jaguar 1½, not an ordinary one but absolutely outstanding condition, the finest we have had.

£335!!!—1949 Jaguar 3½ de luxe saloon, tremendious value, looks worth £500.

£265!!!—1939 Jaguar 3½ convertible, beautiful car, looks like post war model.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-425, High Rd., Finchley. Finchley 6222. [C2052

BEARTS OF KINGSTON, Jaguar specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0081/R

JAGUAR Mk. VII saloon, blue, late 1953; £750.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter Street 121. [C3038

1946 Jaguar 3½; £225; reconditioned engine, radio.—Portescue, Fitzhary's Rd., Abingdon. Tel. 986. [4503

1955 (May) Jaguar M Mark VII, as new, overdrive, X tyres, any examination; £1,310, o.n.o.—Box 1257. [4273

1956 Jaguar 2.4 saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

345 gns.—Jaguar, 1948, 1½-litre saloon, sliding head, leather, heater, discs, carefully used; terms, exchanges.—Rowland Smith, below.

325 gns.—Jaguar, 1948, 3½-litre saloon, sliding head, radio, heater, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 (January) Mark VII saloon, black, red leather, overdrive, 16,000 miles, one owner; £1,245.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £365.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

JAGUAR 1953 Mark VII, radio, heater, washers, Rad blind, 2-tone green, 15,000 miles, a really perfect specimen.—Tel. Der. 9800. [4210

1951 Mark V d./h. coupe, works reconditioned engine 6 months ago, new Mitchelin X, etc.; £575.—Reed, Flaxman 7925. [4364

1953 Mark VII Jaguar saloon, black/red, radio and heater, 16,000 miles, exceptional; £895.—Salmons Garage, Temple Bar 3338. [C4029

JAGUAR Mark VII, 1955, automatic transmission, factory maintained, moderate mileage; £1,340 o.n.o.—Dr. Massey, 8, Garway Rd., W.2.

JAGUAR

1954 (May) XK120 convertible, 15,000 miles, immaculate; £950.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

G & M ALFREDS (1936), Ltd.—1954 Jaguar Mark VII saloon, many extras, much above average.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 Jaguar 3½-litre saloon, reconditioned engine, magnificent, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

PRIDE & CLARKE, Ltd.—1955 Jaguar XK140, 5,000 miles, heater, covers, as new; £1,299; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1952-3 Jaguar Mark VII, immaculate, one owner, low mileage, radio, heater; £695.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [C3083

1953 Jaguar Mark VII saloon, radio, heater, every extra, immaculate; £835.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3186. [C3088

1948 Jaguar 1½-litre saloon, black and grey, grey leather, sun roof, a fine model in sound condition; £395.—Hillwood Motors, Mill Hill (London) 4232. [4312

1954 XK120 convertible coupe, cream with red leather, 18,000 miles only, immaculate throughout; £915.—Credit Autos, 11a, Wordsworth Rd., Worthing 2199. [4220

FASTIDIOUS original owner offers exceptional 1954 (Oct., 1953) model Mark VII saloon, 18,000 careful miles, radio, heater, etc., beautiful condition; £850; no offers.—Write, BM/LAG, London, W.C.1. [4496

1951 (March) Jaguar Mark V saloon, grey, excellent condition, 33,000 miles only, good tyres; £495.—Gatensbury Bros., Column Garage, Shrewsbury. Tel. 6272. [4504

XK120 hardtop (July) 1953, specially equipped including wire wheels, radio, heater, screen washers, very moderate mileage, lavender grey, red leather; £875.

SPEED MODELS (Brian Finglass), 54, Warren St., Euston Rd., W.1. Euston 2156. After 6 Livingstone 7777. [4339

1950 Jaguar Mark V saloon, black, biscuit upholstery, 48,000 miles, one owner, above average condition; £485.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1948 (December) 3½-litre, immaculate, black cellulose, no rust, green leather interior, heater, radio, two spotlights, good engine using no oil; £250 or h.p., customer's car.—Nielsen's, Rav. 2035 (London). [4492

XK120 hardtop coupe, May, 1953, radio, heater, wing mirrors, etc., excellent order; £845.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

JAGUAR Mark VII saloon, mid 1954, immac. condition, lavender grey/natural hide upholstery, many extras include radio, twin flame throwers, fog lamp, badge bar, electric shaver plug, etc.; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

£295.—1946 1½-litre Jaguar sports saloon, smart, fast and economical, immediate hire purchase, part exchange welcomed.—Birkett Motors, 121, Barking Rd., E. Ham. Grangewood 4314. [4561

1953 Mk. VII, gunmetal/red upholstery, 21,000 miles, immaculate, mechanically sound, good tyres; private sale, but terms arranged; £695; offers, or exchange cheaper car considered.—Ruislip 9661. [4505

1954 Jaguar XK120 fixed head coupe, 17,000 miles only, radio, heater, Michelin X tyres, taxed December, beautiful condition throughout; £895; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [4178

1946 Jaguar 1½-litre de luxe, coachwork excellent, mechanically faultless, any inspection invited, 34,000 miles only; £395 o.n.o. or exchange A30.—Watson, Lamcote Mews, Radcliffe, Nottingham. [4513

1953 Jaguar XK120 sports roadster, in green with green leather interior, fitted radio and heater, one owner, not used for trials or racing purposes; £785.—Moortown Motors, Ltd., Regent St., Leeds, 7. Tel. 31894-5. [4241

1952 XK120 roadster, grey with red upholstery, fitted many modifications including 8 to 1 compression high-lift cams, racing clutch, racing tyres, also 25gal fuel tank; £595.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

XK120 1954 drop head coupe, 20,000 miles, H.M.V. radio, heater, new Avon speed tyres, twin exhaust system, colour black with brown interior, immaculate condition; £875.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 Jaguar XK120, green, full C type mods., stiff suspension, twin exhausts, ventilated wheels, Rally steering, loose covers, fog lamps, new tyres, very fast; £575.—Lt. Sewall, 55th F.B.S., R.A.F. Station, Sculthorpe, Norfolk. [4517

1953 (April) Jaguar Mark VII, black, brown hide upholstery, radio, heater, seat covers, taxed December, High-light camshaft, one owner, carefully maintained, excellent condition; £845, or terms; guaranteed.—Chas. E. Cope & Sons, Ltd., 193, High St., Dudley. [4219

NOV. 1954 Mark III Jaguar, overdrive, loose seat covers, for sale owing to bereavement, this car has been garage maintained since new, 13,000 miles only, in first-class condition throughout; first £1,175 secures.—Tel. Mr. J. Coles, Binding & Payne, Ltd., Clevedon, Somerset. Clevedon 2201. [4244

1951 Jaguar XK120 sports, high lift cams, h.c. pistons, 140 mods., Michelin X tyres, new chassis fitted 1955, maintained regardless of cost by experts, spares include set 4 unused Pirelli Road Speed tyres, aero screens, 4.3 to 1 diff. unit with spare speedo., K.P.H. speedo, any test or inspection invited; new car reason for sale; all the above for £625, or reasonable offer for car only.—Walker, Bishop's House, Great Bowden, Market Harborough. Tels. M.H. 2656 and 2923. [4377

JAGUAR

XXX 1951 Jaguar Mark V saloon, a really immaculate and beautifully maintained one owner car, finished in black and chromium with brown hide, sliding roof, heater, thoroughly recommended; written guarantee; £565; terms, exchanges.—R. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2005

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0180/R

CAMDEN MOTORS.—Jaguar; see special advert. used car bargain supplement, page 87 this issue. [C1035

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8685. [W3016/R

CASH immediately for good Jaguar.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

REQUIRED, XK140 2-seater, open, under 1,000 miles, must have spoked wheels, red interior, mint, perfect condition.—Box 1220. [4229

JAGUAR model Mark VII M type saloon with automatic transmission, either small mileage or new car considered.—Sutton, North Drive House, Gt. Yarmouth. [4460

WANTED, hardtop or drop head Jaguar XK120, must be first-class, low mileage, private buyer, no dealers; please write full details; all replies answered.—Box 1062. [3759

XK120 fixed head coupe wanted by private purchaser, wire wheels preferred; Lanchester 14, late 1953, offered in part exchange; offers against new Jaguar considered.—Tel. Birmingham South 3018. [4445

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester. Cheetham Hill Rd., Deansgate 6216-7

QUICK completion of repairs. [0563/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LANCASHIRE specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-3, High Rd., Chiswick, London, W.4. Chi. 1919-6850. [0335/R

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0620/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JENSEN

MICHAEL CHRISTIE MOTORS.

DISTRIBUTORS for Bucks, Berks and Oxon.

NEW Jensen 541 saloon, available very shortly; immediate delivery, Interceptor.

1953 Jensen Interceptor close coupled saloon, steel grey, red hide, heater, overdrive, rev. counter, concealed spare, one owner, 24,000 miles only, 60 m.p.h. at 2,000 r.p.m.; present list £2,700, accept £1,150.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727. [C1094

BROOKLANDS, wholesale and retail.

NEW Jensen Interceptor Cabriolet, de luxe.

NEW Jensen 541, for demonstrations and delivery.

1954 Jensen Interceptor sports saloon.

CARS purchased for cash; exchanges.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

JOWETT

WM WELBECK MOTORS for Jowett.

1953 Jowett Javelin de luxe saloon, black with brown leather, fitted screenwashers, Ace Rimbellishers and tubeless tyres; £565.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

1951 Jowett Javelin, recent overhaul; £350.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312 [C4019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

A 1 at Browns.

1951 (Oct.) Jowett Javelin de luxe saloon, grey and red leather, well kept and sound throughout; £425.
W. J. BROWN, Ltd. 339, Finchley Rd., N.W.3. Ham. 2284 [C1025

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0913/R

JAVELIN 52 d.l., maroon, radio, heater, covers, engine overhauled; £450 o.n.o.—Gip. 3155. [4531

£445.—1952 (Oct.) Jupiter sports coupe, reconditioned engine, host of extras, bills, etc.
SPEED MODELS (Brian Finglass), 54 Warren St., Euston Rd., W.1. Euston 2156. After 6 Livingstone 7777. [4538

1953 Javelin de luxe, reconditioned engine, grey/red; £475.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1952 Javelin de luxe saloon, ser. III, black/brown leather, first-class condition; £440.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109.

1952 Jowett Javelin de luxe saloon, grey with red interior, excellent condition throughout; £445.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 2233. [4027

1948 Jaguar 1½ saloon, grey and grey, real bargain; 350gns; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611 [C2001

1952 (September) Jupiter 2-seater drop head, one owner, 13,853 miles certified, spare unused, heater, green, practically as brand new; £465.—Speedsters, Ltd., Horley (Surrey) 628. [4347

£315.—1949 Javelin, taxed, black/beige leather, radio, heater, Ace Rimbellishers, set remould tyres and new tubes just fitted; terms arranged.—Cole, 42, Betterton Rd., Rainham, Essex. [4386

325 gns.—Jowett Javelin, late 1951, sports saloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£495.—Jowett Javelin 1952, one owner, exceptionally good mechanically, good celluloe and interior; many others.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50 yds. Holland Park Tube). [C1017

£475!!!—Jowett Javelin de luxe saloon, March, 1952, beautifully finished in silver-grey, engine just completely stripped down and reconditioned, since when the car has done no mileage; recommended and guaranteed.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins [W4049

£260 paid for good Javelin; private.—Atkinson, "Kon Tiki," Canford Cliffs (Tel. 77771), Bournemouth. [4455

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0794/R

F. FAIRMAN & SONS Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Cape St., Birmingham, 18. Edg. 0916. [0549

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9761. [0133/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

LAGONDA

BROOKLANDS: Wholesale and retail.

NEW Lagonda 3-litre Tickford saloon and coupe.

1954 Lagonda 3-litre foursome Tickford drop head coupe.

1954 Lagonda 3-litre 2-door Tickford sports saloon

1953 Lagonda 2.6-litre 4-door Tickford sports saloon.

CARS purchased for cash; exchanges.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

LAGONDA

WESSEX MOTORS, St. Cross Rd., Winchester.

1950 Lagonda 2.6 saloon, fitted Vantage engine, black with brown leather, in excellent condition.
TEL. Mr. Hurst, Winchester 5555. [C4087

1954 Lagonda 3-litre Tickford saloon, superb condition, floor gear; offers. London.—Box 0816. [3351

1938 Lagonda V12 saloon, grey/black, for sale privately. Home Counties; £350.—Box 1515. [4558

£250.—Lagonda 4½-litre tourer, 1937, above average condition.—O'Connor, Castle Hill House, Launceston. [4385

1938 V12 saloon, with coachwork by H. J. Mulliner, Ltd.; £395.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1080

£385.—Lagonda V12 saloon 1938 (£650 Lagonda overhaul recently) superb condition; exchanges, terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43344. [C4024

1950 Lagonda 2½-litre saloon, blue wings, grey body, blue/grey interior, the whole car is immaculate throughout; £725.—General St. Garage, General St., Blackpool. Tel. 22246. [4606

1950 Lagonda 2½-litre saloon, serviced at Lagondas, 46,000 miles, really excellent condition; £685.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1939 (June) Lagonda V12 short chassis drop head coupe, grey with beige hide, the interior is original and in very good order, extras include Ace discs and spotlight, the late engineer owner maintained this car regardless of expense and had a reconditioned engine recently fitted, since when it has done about 6,000 miles; £495.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years, service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0390/R

LANCHESTER

1948 10hp black saloon, fluid flywheel, mileage 23,000, radio, exceptional throughout; £485.
JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

LANCHESTER 14 saloon (April, 1953), black, red leather; £845.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1937 Lanchester 14, £150 spent, rebored, crankshaft reground, coachwork good; £150.—Write 33, Sylvan Ave., Hornchurch, Essex. [4501

£275!!!—1938-9 Lanchester 14 special sports saloon, outstanding bodywork condition for the age, looks as modern as a post-war, beautiful throughout.
LAMBS OF WOOD GREEN (established 1897): 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

NOV., 1952, Lanchester 14, grey/red leather, heater, one owner, under 30,000 miles, supplied and maintained by us, really excellent condition, expert examination invited; £600.—Gear's Garage, Ltd., Charmouth, Dorset. Tel. 8. [4383

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Lanchester.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

Lanchester Spares and Service

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6251-4 and 4199. [0462

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

WOKING MOTORS (Mercedes distributors).

1955 Lancia, Gran Turismo saloon, excellent condition, low mileage; £2,150.—Maybury Hill, Woking 4277-8. [C4057

CURRENT model Lancia Spyder, 2,000 miles; £2,500.

1955 Lancia Appia, grey; £1,095.

1951 model Lancia Aurelia pillarless saloon; £975.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1936 (December) Lancia Augusta de luxe saloon; £215.

1938 Lancia Aprilia saloon, nice condition; £285.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [C2043

LANCIA Gran Turismo Spyder 2-seater, finished in grey with red trim, 1,300 miles only, fitted extras, condition as new; £2,675.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

1955 series Lancia Appia 4-door pillarless saloon, in condition as new, small mileage; £1,200; can be seen and tried at
LANCIA (ENGLAND), Ltd., 372, Ealing Rd., Alperton. Tel. Perivale 5656. [0213/R

LANCIA Astura 1939 Farina pillarless saloon, in beautiful condition throughout; £395; terms.—Ravensbourne 2391. [4590

LANCIA

1942 Lancia Aprilia series II, fitted with series I engine, good throughout both mechanically and appearance; £325.—Fry's of Lewisham, S.E.13. Lee Green 3434. [4344

1935 Artena modified shooting brake type body, in good condition, vehicle in running order but road wheels poor.—Offers to A. Jupp, Walpole St. Andrew, Wisbech, Cambs. [3615

1955 Lancia Gran Turismo, special interior leather finish, with rear seat modification, radio, immaculate condition; £2,295.—Taylor & Crawley, 42a, South Audley St., Gro. 6881. [C4036

ASTURA, 1947 (reg.) 3-litre Farina saloon, £150, £75 deposit; Aprilia, 1938 de luxe, excellent example, never rusted or repaired, £250, £130 deposit; exchanges.—Searle, Ltd. 25 Church St., Hampton Molesey 2142-3. [C4069

295 gns.—Lancia Aprilia 1939 2-4-seater Farina sports convertible, blue and silver, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5650). [80329/R

LEA-FRANCIS

WOKING MOTORS (Mercedes Distributors).

1951 Lea-Francis 14hp 4-door sports saloon, in excellent condition throughout; £395.—Maybury Hill, Woking 4277-8. [C4057

CHARLES FOLLETT Ltd., sole distributors Lea-Francis London & Home Counties, offer:—

1951 Lea-Francis 18hp streamlined sal., black, one owner, modern appearance, comfortable seating, exceptional performance; £625.

1951 Lea-Francis estate car, one owner, very practical and handsome vehicle; £495.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1949 sports roadster Lea-Francis 2-seater in perfect order, 25,000 miles only; £465.

1951 series Lea-Francis 14hp saloon in unusually good condition, having had one careful owner and having done genuine 24,000 miles only; £495.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

G & M ALFREDS (1936), Ltd.—1951 Lea-Francis 14/70 saloon, in superb order, far above average.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 (model) Lea-Francis saloon, radio, heater, exceptional car; £484.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3098

1949 Lea-Francis 14hp streamlined saloon, maroon, beige leather, new battery; £400 o.n.o.—183, Clock House Rd., Beckenham, Kent. Beckenham 4460. Photos [4277

325 gns.—Lea-Francis 1948 14hp sports coupe, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. [0828/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores:—
BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

JACK ALPE offers limousines.

AUSTIN 1951 l.w.b. privately owned Sheerline; £895.

AUSTIN 1951 16hp hirecar, heater, taxed; £585.

AUSTIN 1952 16hp private hirecar, heater; £695.

HUMBER 1952 limousine, leather, heater; £925.

ROLLS-ROYCE 1936 30hp, outswept back; £595.

ROLLS-ROYCE 1935 25hp Park Ward, swept; £495.

ROLLS-ROYCE 1934 25hp Hooper, black; £385.

JACK ALPE limousines, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

CAMDEN MOTORS, the limousine specialists.—See under Humber, Austin Sheerline, Rolls-Royce, etc. [C1036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

ALPE AND SAUNDERS LTD. Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges).

LIMOUSINES. Austin. 1939 18hp Windsor 7-passenger with partition, leather, black. £250.

A&S Austin Hirecars. Full range 1951/1953 from £495. Extra if fitted standard Diesel.

LIMOUSINES. Austin. Long wheelbase Sheerline, 1951/1952, full width occasionals, radio and heaters, selection of three from £850.

A&S 1953 Austin Sheerline Saloon, black, 26,000 miles only, faultless condition throughout. £715.

LIMOUSINES. Daimler. EL.24. 1939, black, leather throughout, face forward seats, discs. £350.

A&S Limousines. Humber. Full range of Pullman and Imperial 7-passenger cars, 1947/1954, leather and cloth, privately owned, above average condition, from £495/£1595.

LIMOUSINES. Morris. 1948 14hp Taxis, sound condition, good cellulose and tyres, selection £125/£175.

A&S Limousines. Packard. Super Eight Deluxe, 1948 Series, partition and wide face forward occasionals, cellulosed black, in exceptional condition. £495.

LIMOUSINES. Rolls-Royce. 25/30hp, selection 1937/1939, all privately owned cars, exceptional condition, with historys, from £750.

A&S Limousines. Rolls-Royce. Phantom II, 1932, 1934, 1936, all with face forward seats, discs, bumpers etc. £175/£400.

LIMOUSINES Specialists for over 30 years. Write or Telephone for Lists.

ALPE & SAUNDERS LTD. Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges). [C1006

LIMOUSINES, leading makes; from £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

AUSTIN 20, 1936, one owner, coachbuilt limousine, 7 seats, position, low mileage, exceptional condition throughout; £110; terms, exchanges.—Tann, 18, Edenfield Gardens, Worcester Park, Surrey. Tel. Ber. 9754. [4483

Limousines Wanted

A&S LTD. require Limousines, good prices for cars in above average condition.

ALPE & SAUNDERS. Providence Court, North Audley Street. Mayfair 2941. [W1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES

BROOKLANDS: Retailers:—

NEW Mercedes 300SL sports and C saloon de luxe. Also 220A saloon de luxe.

BUY or sell with confidence. Exchanges.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:—

1955 (Nov.) Mercedes-Benz type 300SL, 4,000 miles, latest brakes, quite immaculate; £3,875.

1955 Mercedes-Benz 300B saloon de luxe, one titled owner, 6,000 miles, new condition; £2,695.

1955 Mercedes-Benz type 300B saloon de luxe, 7,000 miles only, fitted radio, magnificent condition; £2,695.

1954 Mercedes-Benz 300 saloon de luxe, immaculate condition throughout, fitted radio; £1,995.

1954 Mercedes-Benz 300 saloon, power Servo brakes, leather upholstery, 18,000 miles, constantly maintained by us; £2,150.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

HW MOTORS, Ltd., offer:—

1955 series Mercedes-Benz 300SL, silver grey/blue upholstery, 19,000 miles, works maintained; £3,050.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [4430

SILVERTHORNE MOTORS, Ltd., offer:—

1955 (Aug.) 300SL, cellulosed red, beige/red interior, 9,000 miles, one owner, specially installed twin speaker radio, twin Bosch fog lamps, other extras; we consider this to be the most attractive and best conditioned 300 SL available; any inspection invited; just completely serviced by makers; £3,650.—11, Fitzroy Square, W.1. Euston 7811. [C4011

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

ONLY the best examples are offered, several second-hand models available, full details on request, most new models for immediate delivery, including one type 180D at pre-Budget price, our own demonstration cars are here for you to drive.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1939 Mercedes-Benz 22hp drop head coupe; £195.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

WOKING MOTORS, Distributors, Surrey, Sussex.

1955 300B saloon de luxe, black/red leather, one owner, 8,000 miles only; £2,650.

1956 series 220A saloon de luxe, under 1,000 miles.—Maybury Hill, Woking 4277-8. [C4057

CARTWRIGHT HAMILTON CARS, Ltd. (Mercedes buyers) offer:—

1956 Mercedes 300 FL, 7,000 miles, silver/blue, upholstery, radio, twin speaker insulation; £3,850.—282, Kensington High St., W.14. Western 0207. [4583

1955 (April), Mercedes-Benz 300SL, 6,000 miles only, grey, as new; £3,450.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [4177

1954 Mercedes-Benz 170 Diesel, 20,000 miles, as new; £895.—Mansfield Autos, Ltd., 49, Fitzroy St., London W.1. Euston 2587. [C3001

MERCEDES-BENZ

GEORGE NEWMAN & Co. (B'ton.), Ltd., sole Sussex distributors; all models available for inspection and trial, early delivery.—39-40, Old Steine, B'ton 28102-4. [3697

1955 (reg. March, 1956) Mercedes-Benz 220a de luxe saloon, real leather interior, 325 miles only from new; £2,150 o.n.o., or exchange.—Houghton, Guilden Sutton, Nr. Chester. Tel. Mickle Trafford 332. [4400

1956 (series) 300SL sports coupe, 5 months old, silver, blue interior, 5,000 miles careful road use only, as new; £3,750; exchange considered.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne. Tel. Low Fell 75532. [4257

1955 (Sept.) 220A Mercedes-Benz saloon, one owner, total mileage 3,000, colour blue with blue leather, quite as new, taxed year; £1,825.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

Mercedes-Benz Cars Wanted

CASH immediately for good Mercedes-Benz.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

W

WM. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1952 (December) M.G. 1½-litre saloon, grey with green leather upholstery, low mileage, one owner, excellent condition; £510.

1946 M.G. TC sports 2-seater, perfect black finish with beige upholstery, many extras, including Newton Damper conversion, dual windtone horns, chrome, luggage grid, TF type, rear lamps and indicators, twin Lucas 700 lamps, windscreen washers, 4 rear view mirrors, etc., a most unusually immaculate and well maintained example of this most desirable sports car; £375; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

WM

WELBECK MOTORS for M.G.

NEW and unregistered M.G. Midget A and M.G. Magnette saloon for immediate delivery at maker's list price.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

PERFORMANCE CARS.

PERFORMANCE CARS, Ltd., offer an unparalleled selection of M.G.s, all carrying our 3 months' guarantee:—

M.G. A 1,500cc, red, one owner, 1956; £895.

M.G. TF 1,500cc, red, one owner, low mileage, 1954; £650.

M.G. TF 1,250cc, green, specimen, 1954; £595.

M.G. TD 1,250cc, red, 2 owners, 1953; £535.

M.G. TD 1,250cc, cream, one owner, 1953; £485.

M.G. TD 1,250cc, green, 1952; £455.

M.G. TD 1,250cc, red, very smart, 1952; £465.

M.G. TC 1,250cc, red, radio, specimen, 1949; £395.

M.G. TC 1,250cc, black, 1948; £385.

M.G. TC 1,250cc, blue, many extras, 1947; £365.

M.G. TC 1,250cc, 1946, choice of 4; from £295.

M.G. TB 1,250cc, cream and red, 1939; £295.

M.G. TA 10hp Tickford coupe, 1939; £275.

M.G. TA 10hp 2-seater, cream, 1939; £295.

M.G. TA 10hp 2-seater, red, 1938; £275.

M.G. TA 10hp 2-seater, green, 1937; £245.

M.G. PB 9hp 4-seater, red, 1936; £195.

M.G. PA 8hp 2-seater, blue, 1934; £175.

M.G. J2 8hp 2-seater, cream, 1933; £155.

M.G. 18hp 2-litre drop head foursome, 1938; £195.

M.G. 18hp 2-litre sports saloon, 1939; £245.

M.G. VA 1½-litre tourers, 1938; £ from £195.

M.G.s urgently wanted, h.p. accounts settled.

IMMEDIATE h.p. and part exchanges, cars and motor cycles taken in part exchange; 9-7 week-days; 11-4.30 Sundays; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

VINTAGE AUTOS offer:—

£295.—2.6 d/h coupe, 1939, one owner, 42,000 miles, host of extras, complete original tool kit.

£275.—1938 2-litre sports saloon, recent extensive overhaul, as new throughout.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

B. J. HUNTER, Ltd., offer:—

1956 M.G. A series sports 2-seater, 300 guaranteed miles only; considerable saving at £925.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

M.G.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954-5 M.G. Magnette saloon, dark green coachwork with upholstery to match, heater, one owner, in magnificent condition throughout; 759gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

H. A. SAUNDERS, Ltd., offer:—

1954 Magnette, black, red upholstery; £785.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CLUBMAN AUTOS, Ltd., offer:—

1946 M.G. TC black two-seater sports, red leather, many extras, excellent condition throughout; £330.

138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

BRADSTOCK MOTORS, Ltd., offer:—

M.G. 1½ saloons, choice of 2, both one owner cars, from £395.—Chase Rd., Epsom 5696-7. [C1090

PARADE MOTORS (MITCHAM) offer:—

1954 M.G. PF, grey/red upholstery, fitted heater, tonneau cover, other extras; £565.

1951 M.G. TD, blue, fitted works reconditioned engine, full tonneau cover, luggage rack and many other extras; £465.

1947 M.G. TC red/red, fitted with many extras; £355.

1947 M.G. TC, black/beige, excellent condition, throughout; £345.

1940 M.G. TA, red/red, fitted reconditioned engine, new plastic hood, over-size wheels; £280.

66-67 Monarch Parade, Mitcham. Mit. 3392/7188. [C3036

ALEXANDER.—Laystall high-power conversions for M.G.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

M.G. Magna F type, 1931, excellent condition, good home required.—Tel. Liberty 6458. [4083

1953 1½-litre saloon, green, one owner, 11,000, as new; £565.—Atkinson Lee Green 1647. [4545

1955 M.G. TF model, in grey, wire wheels and many extras, one owner; £675.

MOORTOWN MOTORS, Ltd., Regent St., Leeds. Tel. 31894-5. [4242

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

1955 (May) Magnette, red with red leather upholstery, one owner, excellent condition; £795 or exchange low mileage 1½-litre Riley.

GROVE, Manzard House, Downham, Nr. Billericay, Essex. Tel. Ramsden Heath 276. [4368

£325!!!—M.G. Midget 2-seater (November), 1947, black, beige leather, a nice little car with excellent performance.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1955 (March) M.G. Magnette saloon, seal grey/Light Grey leather, 12,400 miles, absolutely as new, one owner and taxed year; £835.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends. Littlewick Green 3076. [C1107

1939 1½ M.G. drop head; £195.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3038

M.G. 1¼ saloon, 1950-51, exceptionally nice condition; £435.—Norman Autos, 344-354, London Rd., Croydon, Surrey. Tho. 4657. [C3098

M.G. TA sports, recellulosed, retrimmed, new clocks, wheel, heater, 16in rears, spots, etc., specimen; £245.—81, Masbro Rd., W.14. Sho. 7941. [4518

1939 M.G. series (Nov., '38) 2-litre sports saloon, a good car, cheap because space is needed; £150.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

M.G. A, ivory, red leather, wire wheels, tonneau cover, as new; £945.—Johnson & Brown, 270, High St., Bromley. Ravensbourne 8841. [C2075

1939 2.6 M.G. saloon, in black with red upholstery, fitted radio; £225.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4424

1950 M.G. 1¼-litre 4-seater tourer, fine example of this rare model; £525.—The Onslow Motor Co. Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

J2 1934, black/red, recently overhauled; £155 o.n.o.; genuine reason for parting from such a good looking friend.—Boston Hall Hotel, Westcliff-on-Sea, Southend 45635. [3636

1952 (model) M.G. 1¼-litre saloon, small mileage, exceptional condition, 3 months' written guarantee; £495.—P. T. Inwards, Ltd., 473, Cranbrook Rd., Ilford. Val. 1066. [4553

1939 M.G. 2.6 drop head coupe, £125 overhaul, reconditioned engine done 500 miles; guaranteed; £210; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£465.—1953 M.G. TD 2-seater, in exceptionally nice condition, immediate hire purchase, part exchange welcomed.—Birkett Motors, 121, Barking Rd., E. Ham. Grangewood 4314. [4559

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

775 gns.—M.G. Magnette, 1955, sports saloon, grey, maroon leather, heater, one owner, spare unused, choice of 3 Magnettes; terms, exchanges.—Rowland Smith, below:—

695 gns.—M.G. Midget, 1955, TF1500, 2-seater, loose covers, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, below:—

495 gns.—M.G. Midget, late 1953, 11hp, TD, 2-seater, grey, red leather, PVC hood, carefully used; terms, exchanges.—Rowland Smith, below:—

95 gns.—M.G. Midget, 1953, 8hp, J2, 2-seater, choice of 10 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 M.G. 1½-litre black Tickford drop head coupe, engine reconditioned, recellulosed; bargain at £195; terms, exchanges.—Chelsea Cars, 363, Fulham Rd., S.W.10. Flaxman 2661/2686. [C1115

£475.—Very specially built M.G. TC base, second Le Mans 1950, re-built at Abingdon 1953, 100 mph plus in standard trim; superb line and beautifully maintained.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

M.G. PA, 1935, black, new engine (special), twin carburettors, wipers, horns, new battery and tyres, reversing light, long beam, all refinements, first class order; £185.—21, Clifton Rd., Littlehampton. Tel. 481. [4499

1950 tourer, excellent condition, recent engine overhaul, heater, screenwash, 4 new Dunlops, new battery, brakes relined; very carefully used and run on special oils; £340 or near offer.—Bladon, 19A, East Heath Rd., N.W.3. Swi. 2961. [4357

M.G. Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016/R

CASH immediately for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

GOOD Magnette wanted as straight swop for superb Jaguar Mk. VII, 26,000, full modification, unmarked.—Wim. 1490. [4526

CNK MOTORS urgently require M.G.s; particularly VA, TA, TB, and TC models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

UNIVERSITY MOTORS, Ltd., purchase good used M.G. 1¼ saloons and TF Midgets.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4429

URGENTLY required, 1947-56 M.G. saloons and 2-strs.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3968

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists,

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides; springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel. TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

PARADE MOTORS MITCHAM offer:—

1953 Morgan 2-seater, blue/black, immaculate car throughout; £465.

66—67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3036

1949 (Sept.) Morgan 1,267cc 2-seater, blue, recent hood, many extras, 24,000 miles; £395 o.n.o. —Farrow, "Jeanette," Thorrington, Essex. Gt. Bently 247. [4276

MORGAN Plus 4 4-str., 12,000 miles since complete works rebuild, including new body, chassis, front suspension, reconditioned engine, back axle, latest steering since, all excellent tyres, Screenwash; £425 o.n.o.—Dr. Barling, Glinton 246, Peterborough. [4274

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [4020

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

SLOCOMBES.

1954 Morris Minor, grey, 2-door saloon, well maintained example, fitted heater; £455; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

H. A. SAUNDERS, Ltd., offer:—

1954 Minor traveller's car, blue, red upholstery, heater; £595.

1955 Minor 4-door, grey, red upholstery, heater; £565.

1955 Minor 2-door, green, green upholstery, heater; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

GLANFIELD LAWRENCE offer:—

1954 Morris Minor 2-door de luxe saloon, black, one owner, very low mileage, extras; £495.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS Ltd., offer:—

1955 (Aug.) Morris Minor 4-door de luxe saloon, clarendon grey 7,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

SEYMOUR & CLEMENTS Ltd., offer:—

1954 Minor 4-door de luxe, heater, etc., one owner, grey and red, as new; £525.

1954 Minor Traveller's, black and red, unmarked, new condition; £540.—38, Watford Way, Hendon Central N.W.4. Hendon 2146. [C4007

1955 Morris Minor 4-door saloon, 4,000 miles; £595.

1955 Morris Minor 2-door de luxe saloon, 7,000 miles; £565.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 Morris Minor 2-door saloon, guaranteed; £475.

1954 Morris Minor Travellers car, guaranteed; £475, terms and exchanges.—Palmers 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Morris Minor tourer; £400.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 Morris Minor 4-door saloon, one owner, 18,000 miles, heater, guaranteed; £515.

THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164-5. [4136

JULY 1954 Morris Minor 2-door saloon, perfect condition; £480.—Hoddy, 79, Mount Pleasant Rd., N.17. [3961

£375!!!—Minor convertible, 1951, black, heater, excellent condition; terms, exchanges.—Perivale 0530. [4044

1955 (May) Morris Minor Traveller de luxe, 7,500 miles, excellent condition throughout; £595. —Tel. Park 2224 evenings. [3826

1952 Morris Minor convertible, immaculate; £435. —A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095/1

£345.—Morris Minor, tourer, 1950, black, excellent condition.—Manor Lodge, Northwood, Middlesex. Northwood 1085 [4514

1955 Morris Minor 2-door de luxe saloon, green, one owner, 9,000 miles; £535.—Thorne's Garage, Ltd., Leatherhead 2208. [4480

1955 (May) Morris Minor 4-door saloon, de luxe, black, red leather upholstery, heater, 10,000 miles; £555.—Box 1311. [4534

1955 Minor 2-door saloon, green, green interior, heater, nominal mileage, one owner; £535. —Robbins, East Putney. Tel. 7881. [C3010

DUAL-CONTROLLED 1955 Morris Minor 2-door saloon, low mileage, guaranteed; nearest offer £525.—495, Loughborough Rd., Leicester. [4221

1954 Morris Minor Traveller's de luxe, 11,000 miles only; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel Belgravia 3721. [C3006

1952 Morris Minor 2-door saloon, recent overhaul; £425.—A. H. Turner (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3098

1952 (June) Morris Minor convertible, green, exceptional condition; £420.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1954 Morris Minor convertible, black, red leather, one owner, moderate mileage, guaranteed; £465.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

NOV., 1954, Morris Minor, 14,000 miles, black with red upholstery, very clean car, one owner; £495. —John Trigg, Ltd., Portsmouth Rd., Esher 2255. [C4086

BOWES ROAD GARAGE.—Morris Minor 1953 2-door saloon, grey, one owner, excellent condition, guaranteed; £450.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284-5-6. [4435

465 gns.—Morris Minor 1954 model de luxe convertible, leather, radio, heater, wing mirrors, overriders, small mileage; terms, exchanges.—Rowland Smith, below.

325 gns.—Morris Minor, September, 1949, tourer, grey, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 Morris Minor Traveller, blue, one owner, heater, undersealed, screen washer, wing mirrors, etc., 9,000 miles; £620.—Thorne's Garage, Ltd., Leatherhead 2208. [4481

1955 (July) Morris Minor Traveller's export model, heater, radio, specially soundproofed, one owner, 12,000 miles only; £635.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1955 (November) Morris Minor de luxe saloon, beige with red upholstery, as new, 2,800 miles, taxed; £590.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Luxford 215. [4037

MORRIS MINOR

1952 2-door saloon, green, heater, windscreen washer, fog and reversing lamps, very well maintained by sole owner, 5,000 miles since new engine, tyres, brakes; £420.—Box 1319. [4542

1955 Morris Minor Traveller's car, green with green interior, full de luxe model, one careful owner, £625.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1955 (June) Morris Minor, 4-door, de luxe, beige and red leather, 6,000 miles, undersealed, heater, taxed; £560.—Carr, 28, Parkview, Hatchend, Middx. Hatchend 1044. [4519

1955 Morris Minor convertible de luxe, grey, one owner, 14,000 mls.; £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [5967

1951 (1952 modifications) Morris Minor convertible, several extras, new hood and Dunlops, rim trims, etc.; £395, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1955 (Nov. '54) Morris Minor de luxe saloon, Clarendon grey, red interior, heater, 9,000 miles; £525.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

PRIDE & CLARKE, Ltd.—1955 Morris Minor de luxe saloon, 3,000 miles, £559; 1954, low mileage, £459; 1953, heater, £439; 1952, £379; 1952 convertible, low mileage, £369.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

1955 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 3151-6. [0046/R

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016/R

CNK MOTORS are good buyers of Morris Minor convertibles.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., offer:—

1947 2-door saloon, one owner, reconditioned engine just fitted; £285.

1939 2-door saloon, choice of 3 from £165

1939 4-seater tourer, choice of 4 from £150.

1938 4-seater tourer; £135.

1937 saloon; £75

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop and guaranteed for three months.

TERMS and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 13 & 14, Atherstone Mews, off Cromwell Rd., S.W.7 (3 mins Gloucester Rd. Tube). Western 3208. [C4063

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1939 Morris 8 series E tourer; £185.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£135 o.n.o.—Morris 8 saloon, 1938, garage maintained, new gear box.—Wan. 9006. [4371

£265.—1946 Morris 8 saloon, superb condition, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1946 Morris 8hp saloon, recent new engine; £275. —Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

295 gns.—Morris 8, September, 1948, 4-door saloon leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8 1939 series E tourer, new hood, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£249.—1946 model Morris series E, black with brown leather, beautiful appearance and condition.—Makin & Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071

1948 Morris 8 saloon, works reconditioned engine, good; £285, another £275; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

COACHCRAFT offer:—

£285.—1947 model Morris 10 saloon, replacement engine recently, local private owner, completely original, rust free throughout, carefully used and in very superior order indeed, heater; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

1948 Morris 10 saloon, reconditioned engine; £315. —Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen. 6011-2. [C3063

1948 Morris 10 black saloon, excellent condition, rebored, undersealed; £275, first offer.—75, Brixham Crescent, Ruislip. Ruislip 7542, evenings. [4487

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS COWLEY

JACK ROSE, Ltd., offer:—

1956 Morris Cowley saloon, in green, 600 miles, £700.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3058

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

H. BEART & Co., Ltd., offer:—

1955 model Morris Cowley saloon, one owner; £535.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1955 Morris Cowley saloon, 20,000 miles, one owner, heater, guaranteed; £585.

THE BUCKS MOTOR Co., Ltd., Station Garage, Aylesbury 164-5. [4138

1956 Morris Cowley saloon, Clarendon, grey, new, at old price; £743.—Mortlock, High Rd., N.12. Hil. 0890. [4617

AT old prices, Morris Cowley, £743/17; Morris Oxford, £788/17, and Isis de luxe.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [4600

1955 (May) Morris Cowley, Clarendon grey, in very good condition inside and out, 15,400 miles, using no oil and running perfectly, fitted Windtones, one owner, taxed December; £590.—Crowther, Calveley Lodge, Tarporley. Evenings, Wettenhall 202. [4515

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:—

1953 Oxford Traveller's car, grey, red upholstery; £575.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PHILIP RICKARDS, Ltd., offer:

1954 (Aug.) Morris Oxford series II saloon, green, 13,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

NEW Morris Oxford at £788/17, ex works.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 (October) Morris Oxford saloon, grey, red interior, heater, etc., excellent condition, low mileage, taxed; £440.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

ALEXANDER.—Laystall high-power conversions for Morris Oxford.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tpl. 345. [C1084

AT old price Oxford, £788/17.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [4601

MORRIS Oxford Phase II saloon, 1954, one owner, 21,000 miles, grey; £585.—Worthing 6123. [4527

1953 Morris Oxford, black, first-class throughout; £490.—Below.

1951 Morris Oxford, black, one owner; £385.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952-3 Morris Oxford; £435.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£444!!!—1951 Morris Oxford de luxe saloon, in spotless condition, choice 2.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 (September) Morris Oxford series II, green, 17,000, immaculate, private; reasonable.—Wolverhampton 61291. [4382

1954 Morris Oxford saloon, beautiful condition, unscratched, one owner; £525.—Cranleigh Motors, Cranleigh 523. [4451

1955 Morris Oxford saloon, black, heater, 16,000, really first-class condition, 3 months' guarantee; £595.—Chain Garage, Hanger Lane, W.5. [C1043

1956 Morris Oxford estate car, delivery mileage; £865, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 (October) Oxford saloon, black, red leather, heater, etc., 10,000 miles, superb condition; £685.—Robbins, East Putney. Tel. 7881. [C3010

1954 Morris Oxford series II saloon, black with maroon upholstery, fitted heater; £595.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4425

£665!!—1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—G. S. Hall, Ltd., 302-6, Kings St., Hammersmith, W.6. Riverside 2661. [C2100

£665!!—1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—Broadway Motors, Hanworth Rd., Hounslow, Middlesex. Hou. 0175/9309. [C1113

1953 Morris Oxford, black/red, seat covers, one owner, low mileage, exceptional condition throughout; £495; exchanges.—Naylor & Foot, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022

MORRIS Oxford saloon (June), 1955, low mileage, absolutely as new, one owner, fitted heater, radio, etc., leather upholstery; £690; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [3796

MORRIS Oxford saloon (July) 1955, low mileage, as brand new, fitted heater, clock, etc.; £675; an excellent opportunity to purchase a current model at a very low price.—West London Motors, 205/209, Fulham Palace Rd., W.6. Ful. 0066. [4619

1953 Morris Oxford, grey/red interior, fitted heater, one owner, most attractive car throughout; £475.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195, and 13-14, Castle Parade, Tyell 2595. [C1054

Morris Oxford Cars Wanted

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0030. [W2074

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS ISIS

BOON & PORTER, Ltd

LATEST model, 4,000 miles; £775.

CASTELNAU, S.W.13. (Hammersmith Bridge.) Riv. 4444. [C1022

WARWICK WRIGHT, Ltd., offer:—

1955 Morris Isis saloon, black, red upholstery, heater, 7,000 miles; £765.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WESSEX MOTORS, New St., Salisbury.

1956 Morris Isis de luxe saloon, Clarendon grey with maroon leather, immaculate condition, no other large car offers such exceptional value for money; £875.

TELEPHONE Mr. Gray, Salisbury 3275. [C4067

OLD price Isis de luxe saloon, £893/17.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [4602

1956 Morris Isis de luxe, green, factory mileage only.—Sargeant & Collins, Bromley. Imperial 2242. [4572

KDM & CHERRINGTON, Ltd., offer 1955 (Sept.) Isis de luxe saloon, black and red, 5,000 miles; B.M.C. warranty; £760.—9, Albemarle St., W.1. Grosvenor 5551. [C2054

MORRIS MISCELLANEOUS

MORRIS tourer, 1936, reconditioned engine, well shod, respraved black.—Apply evenings, Wakefield, 65, Woodrow Ave., Hayes, Middx. [4284

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0098/R

CASH immediately for good Morris.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-6. [0917/R

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0342/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

Nash Spares and Service

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [0937/R

OLDSMOBILE

1953 Oldsmobile Rocket 98, power steering, electronic eye, radio, heater; absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 4272/7779. [C4016

1951 Oldsmobile 88 4-door sedan, left-hand drive, Hydramatic drive (no gear or clutch), excellent condition and appearance, selling only for petrol economy; £650.—Robinson, Lower Goddards Farm, Henley-on-Thames, Turville Heath 323. [2485

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

PRIDE & CLARKE, Ltd., Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [3068/R

PACKARD

1951 Packard, r.h.d. automatic drive; £895.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0469/R

PARAMOUNT

PARAMOUNT 1954 (August) beautiful foursome drop head coupe, ivory, red leather, one owner, 8,000 miles, 34 m.p.g., exceptional condition, cost new over £900; a bargain at £495.—Turner. Euston 1526. Evenings, week-ends, Pri 3232. [4434

PEUGEOT

B. J. HUNTER, Ltd.

1955 Peugeot 203 saloon, very economical, fitted overdrive; £795.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303-4. [C2040

1955 Peugeot 203, one owner, low mileage, many extras; £695; terms.—Ravensbourne 2391. [4592

1954 203 saloon, moderate mileage; £595.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

PEUGEOT

1955 (Nov.) Peugeot latest type 203 saloon, black, 4,500 miles only, several extras, next-to-new throughout, cost almost £1,000; unusually good value for £765, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

PLYMOUTH

SIMPSON'S MOTORS.—See under American Cars; full list [C4015

PONTIAC

PONTIAC Chieftain saloon, registered '53; here is a really magnificent American saloon with every extra, including radio, heater, loose covers, demisters, driving compass, extra corner overriders back and front white sidewall tyres, full Hydramatic drive; the condition of this vehicle is really outstanding and must be seen; the owners will agree and pay for any A.A. and R.A.C. inspection; delivery free of charge anywhere in Great Britain; a real opportunity; £925.—Putney 2770 [C3089

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts [0617/R

RACING CARS

PEDIGREE CARS offer:—

NEW D-type Jaguar; offers invited.

NEW D-type Jaguar; offers invited.

NEW D-type Jaguar; offers invited.—340-2, Euston Rd., N.W.1. Euston 7889. [C3095

LEA-FRANCIS 1½-litre sports, racing engine and gear box, only 8,000 miles, specially tuned by professional; nearest offer £200.

HILL, Rose Cottage, Duke St., Wednesfield, Wolverhampton, 31802. [3645

COOPER ALTA 2-litre, fully modified, fuel injection, ready to race, could convert to 2500 cc or 1500 cc; £1,200, o.n.o.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [0621/R

Racing Cars Wanted

WANTED, E.R.A.-type Armstrong Siddeley gear box, condition either first class or capable of being reconditioned.—All details, please, to Box 1094. [3880

RAILTON

1940 Railton Six 16hp drop head, in dark green, and telecontrol shock-absorbers, new hood, fast, and in good condition, spares easy; offers around £200.—Box 1279. [4360

RAILTON 1948 model, completely rebuilt 1948, engine, 14,000, remote control gear box, black with blue leather, heater, 22 mpg, a magnificent car, seen to be appreciated; £285.—Young's Garage, 16, Lonsdale Rd., N.W.6. Maida Vale 1369. [4446

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, 118 Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CASH immediately for good Railton.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

GE

1951 type rear engine Renault, Renault blue, blue vynide, recent engine, steering brakes, suspension overhaul, excellent tyres/battery delightful example; written guarantee; 348gns.

GODFREY EDWARDS, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

WM

NEW 750 Renault in grey with automatic clutch and sliding roof for immediate delivery at maker's list price.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159. [C4049

AUTOSALES (LONDON), Ltd., offer:—

1954 750 de luxe saloon, one owner, small mileage; £475.

1953 750 de luxe saloon, absolutely in immaculate condition throughout; £435.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [4551

HENLYS offer with 4 months' guarantee:—

1954 (August) Renault Fregate saloon, heater, fog lamp, screen washers, white wall tyres, one owner, an excellent example, black with grey interior; £695.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4545

METROPOLIS GARAGE, London Renault Specialists.

1955 750, grey with 2-tone upholstery, heater, demisters, undersealed, one owner, superbly maintained; £515.

1954 750, grey with red upholstery, heater, demisters, undersealed, genuine 17,000 miles; £465.

1953 750, fawn with brown leather upholstery, fitted Fram oil filter, driven by one fastidious owner and maintained by our Service Dept. throughout; £435.

45, Earls Court Rd., Kensington, W.8. Western 4544. [4614

475 miles only, Renault Frigate saloon; £975.—Tideway 2908. [C3084

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Est. 1909. offer:—

1956 750 de luxe saloon, Ferlec clutch, screen washers, extras, taxed December; £635. [C4070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

1955 Renault Frigate, genuine 11,000 miles, blue/red leather, one owner, as new; £795.—Atkinsons, Lee Green 1647. [4167

BRUTONS.—1951 Renault 750cc, blue, heater, immaculate; £365.—1a, Lexham Gardens Mews, W.8. Fremantle 5129. [C1104

1955 Renault Utility, new and unregistered, 8hp, 47mpg, list price £695; real bargain at £575; terms.—Ravensbourne 2391. [4587

FINANCE Company have surrendered 1950 Renault 760 for sale, good condition.—Apply Globe Motor Co., Fitzwilliam St., Sheffield. [4342

£365.—1952 (September) Renault 750, metallic grey with red upholstery, 25,000 miles, spot light, demisters, good tyres, excellent condition; terms, exchanges.

CHILTERN CARS, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

1954 (August) Renault 750 saloon, one owner, 13,000 miles, R.A.C. exam.; £395, exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2062

£275!!!—Renault 760 4-door saloon, 1948, rear-engine model, maroon/beige, fitted excellent radio, bills for servicing and overhauls available, a nice bright little car.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

RENAULT, Sept., 1954 750cc saloon, grey, heater, loose covers, screenwashers, overriders, wheel trims, fitted Wilton carpet, etc., excellent condition, engine perfect, 15,000 miles; £425.—12, Hood St., Lincoln. [4204

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

G E

1955 1½-litre Riley R.M.E. series 4-door de luxe saloon, one previous private owner, 7,000 miles, tools never unwrapped, spare tyre unused, comparable to new in olive green, glittering chromium, finest pigskin-tanned leather, matching accessories, superbly polished woodwork; equipped: heater, demisters, tone-horns, built-in fog/pass lights, dual mirrors, wheel spats, polished stoneguards, etc.; written guarantee; 948gns.

GEOFFREY EDWARDS, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

J. JAMES (LONDON), Ltd.

1955 Pathfinder, maroon, beige upholstery; £1,075.

1952 2½-litre, grey; £575.

RILEY CARS, 55 and 56, Pall Mall, S.W.1. Tel. Tra. 7311. [4403

RUSSELL MOTORS offer:—

1955 (model) Riley Pathfinder, 16,000 miles, fitted sunroof, radiator blind and other extras; £995.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

PASS & JOYCE, Ltd., offer:—

1954 Riley Pathfinder saloon, an immaculate one owner car, black with green interior, 4 months guarantee; £995.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., London, W.1. Museum 1001. [C3039

TOM GARNER, Ltd., offer:—

1955 Riley Pathfinder saloon, grey, 5,000 miles; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

BOON & PORTER, Ltd., distributors.

1955 Pathfinder, black, 3,500 miles, latest mods.; £1,095. Similar, 8,500 miles, latest mods.; £1,045.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

HENLYS offer with 4 months guarantee.

1955 Riley 1½-litre saloon, radio, heater, a superb one owner example, green with tan interior; £985.

HENLYS, Ltd., North Circular Rd., Golders Green, N.W.11. Finchley 0081. [4565

GORDON & GLYNN (the Riley centre).

THE specialists who deal exclusively in pre-war Rileys.

£285.—Imp 9hp 2-seater.

£245.—Lynx 1½-litre 4-seater.

£175.—Kestrel saloon, 1½-litre.

£95.—Monaco, 9hp.

£65.—Biarritz, 9hp.

H.P. terms and exchanges.

REPAIRS and service for Rileys only.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square tube). Sloane 8326. [C2075

1953 Riley 1½-litre saloon, grey, immaculate condition throughout, 12,000 miles; £825.

GREEN & ZONIS, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

RILEY

CLARKE & SIMPSON, Ltd., Riley sales and service.

C & S—1956 range of new Pathfinders in stock.

C & S—1953 (November) 2½-litre saloon, silver streak, red leather, radio, heater, one owner; £795.

C & S—1953 model, registered November, '52, 2½-litre saloon, black, brown leather, heater; £735.

C & S—1953 (May) 1½-litre saloon, Woodland green, green leather, heater; £775.

C & S—1948 (July) 1½-litre saloon, black, beige upholstery, excellent condition; £445.

C & S—1947 (November) 1½-litre saloon, engine reconditioned, sun bronze, red leather; £425.

WHERE applicable our used Rileys are issued with manufacturer's warranty.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1956 Riley Pathfinder, 1,400 miles, absolutely as new; £1,200.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1952 Riley 1½-litre saloon, black, red upholstery, Motorola radio, spot lamp, one owner, low mileage, this car is immaculate in all respects; £685; maximum h.p. [C1001

CAMDEN MOTORS.—Riley. See special advert, used car bargain supplement, page 87 this issue. [C1035

1949 Riley 1½ saloon, condition as new; £449.—Hatton Cross Garage, Feltham 2176. [C2092

1949 Riley 1½-litre saloon, a very clean car; £425.—Cranleigh Motors, Ltd., Cranleigh 523. [4452

1950 Riley roadster, 2½-litre, recently overhauled, new battery and new tyres; £500 or offer.—Box 1264. [4362

1938 Riley Adelphi, 16hp, excellent condition all round, overdrive, fast and economical; £190.—Boden, 32, Tennyson Rd., Bath. [4491

1949 Riley 2½-litre, mushroom, red leather, heater, smart appearance, good tyres, exceptional condition; £475.

G. E. HARPER Ltd., London Rd., Stevenage. Tel. 700. [4254

RILEY 2½-litre 1947, black, exceptional condition, any trial, taxed; £350 or near offer.—1, Eglington Rd., Chingford. Sil. 1159. [4495

G & M ALFREDS (1936), Ltd.—1949 Riley 2½-litre saloon, heater, extras; £365.—6-7, Warren St., W.1. Euston 3268. [C1005

1956 Riley Pathfinder saloon, genuine 2,600 miles only, radio; Ripco condition; choice of two from £1,175.

1955 Riley 1½-litre saloon, radio, heater, one owner, 10,000 miles, Ripco condition; £975.

RIPCO, Ltd. (RILEYS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1952 Riley 1½-litre, black, biscuit leather, radio, heater, 29,000 miles; £650.—7, Baden Rd., Brighton. Tel. 24781. [4281

1950 Riley 2½-litre roadster, very carefully maintained by private owner; £460.—Bascombe, Scotland Wood Farm, Hazelbeech, Northants. Tel. Maidwell 241. [4379

£775.—1954 (May) Riley 1½ saloon, new engine just run-in, condition and order as new, 18,000 miles, one owner.—Harmer, Green House, Welwyn 61. [4295

1950 Riley 2½-litre, heater and radio, black, an exceedingly clean motor indeed; £415.—General St. Garage, General St., Blackpool. Tel. 22246. [4608

1951 (reg. 1953) 2½ saloon radio, seat covers, attractive car; £460; terms, exchanges.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C4100

1937 Riley 1½ Adelphi, excellent condition, new tyres, new distributor, heater, preselector gear box; £175.—Tel. Ladbroke 6298 evenings or weekend. [4506

RILEY 2½-litre sports saloon, March, 1952, grey, red hide, completely immaculate, every extra, new tyres; £495.—Tel. Birmingham Highbury 2313 after 6 p.m. Maypole 2013. [4446

1950 Riley 2 convertible, black, maroon hood, beige leather upholstery, radio, heater, rare and popular model in faultless condition; £595.—Hillwood Motors, Mill Hill (London) 4232. [4311

1952 Riley 2½-litre saloon; guarantees, exchanges, terms.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43344. [C4024

1952 2½-litre saloon, radio, heater, one owner, black, recorded mileage 27,000; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb condition; see panel advertisement under car bargains.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

£395—Riley 1½, 1948-9, exceptionally well kept, very good tyres, fully equipped; choice 2.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

1948-9 2½ saloon, red leather, H.M.V., heater, nearly new tyres, one owner since 1949, practically without a mark inside or out; £395.—Speedsters, Ltd. Horley (Surrey) 628. [4346

1954 Riley Pathfinder saloon, steel grey and light grey leather, heater, radio, one owner, mileage 23,000, superb condition; £965.—Murkett Bros., Ltd., High St., Bedford. Tel. 66322. [4476

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R

RILEY

ROSE & YOUNG, Ltd., offer: 1954 (September) Riley 1½-litre saloon, one owner, low mileage, as new, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (One minute Streatham Hill Station.) Tulse Hill 6464. [C3057

£585.—1953 (March) Riley 1½-litre saloon, bronze with maroon leather, taxed year, in really sound condition, no offers, terms.—Simm's Motors, 11, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. Cheetham Hill 1924. [4596

£370.—Riley 2½-litre saloon 1947, maroon/black, red leather with fitted loose covers, heater, wing mirrors, passlights, new tyres; would exchange for Morris Minor tourer for lady driver.—App. Lawrence, Shepherds Bush 3567. [4408

Riley Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RILEY 1½, 1950-53, required by private buyer, no dealers.—Box 1186. [4212

1950-1 Riley 1½-litre or Healey/Abbott Tickford d.h.; cash.—Gladstone 8936. [4098

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Riley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

URGENTLY required, 1947-56 Riley 1½-litre saloons. Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3970

Riley Spares and Service

READING.—Hewen's Garages, Ltd., for Riley spares and service.—Tel. 1436. [0209

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

AROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0238/R

CLARKE & SIMPSON, Ltd., offer service and repair facilities by factory-trained mechanics.—73, Cadogan Lane, London, S.W.1. Sloane 4017. [S1048

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or 'phone Coventry 2146-7. [0443

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

CAR MART, Ltd.

1952 Rolls-Royce Silver Wraith James Young 4-light saloon, radio, heater, passed manufacturer, finished in black and grey with grey upholstery; £3,750.

1938 Rolls-Royce 25/30 Barker 4-light saloon, sliding head; finished in black and green with green upholstery; £725.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 Silver Dawn sports saloon with coachwork by James Young, finished in two shades of metallic bronze with brown hide upholstery, 13,002 miles, as new; £5,500.

1954 Silver Dawn saloon, fitted with automatic gear box, finished in velvet green with tan hide upholstery, 13,660 miles, registered August, immaculate; £4,100.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

P B. Ltd., offer:—

1935 20/25hp semi razor-edged sports saloon with division by Freestone & Webb, 5,500 miles since major chassis overhaul.

1933 20/25hp Hooper sports saloon, beautiful condition and excellent history.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

R. F. FUGGLE, Ltd.

1936 30hp Thrupp & Maberly 7-seater limousine, one owner, supplied and maintained by us since new, first-class condition throughout; £715.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

JACQUIER, Ltd., offer:—

1938 Phantom III Windover saloon, grey, numerous extras, exceptionally commodious; £850.

1933 20/25 Thrupp and Maberly 4-door owner-driver saloon with boot, engine recently overhauled; £495.

1937 25/30 Gurney Nutting saloon, semi razor edge with drop division; £755; several others in stock.

JACQUIER, Ltd., 225/7 Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

ROLLS-ROYCE 20/25 Hooper limousine, Dec., 1933, privately owned; £375, taxed.—Williams, 9, Salisbury Rd., Barnet 4168. [4240

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1052/R

VINTAGE AUTOS offer:—

£185.—Rolls 25 saloon, 1930.

£95.—Rolls 25 chassis fitted late top chrome rad. and wheels.

£495.—1934-5 25 close-coupled sports saloon, two owners, Rolls history, immaculate, original condition, choice of three.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

RUSSELL MOTORS offer:—

ROLLS-ROYCE Wraith 7-passenger limousine, speedometer reading 49,000 which we believe to be genuine.

1938 Rolls-Royce 25/30 semi razor edged sports saloon by Thrupp & Maberly, one owner since new.

1934 Rolls-Royce 20/25 (riding control) 4-light saloon by Hooper (with boot), exceptional mechanically; £465.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co. Ltd.

1954 Rolls-Royce Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.

1939 Rolls-Royce Wraith Mulliner 4-door 4-light saloon with elec. division, mileage 45,000.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C2006

METCALFE & MUNDY, Ltd.

ROLLS Ph. III saloon by Barker; the late property of very distinguished personage; most attractive lines, swept tail with built-in trunk, black coachwork with brown leather upholstery; absolutely unmarked, overhauled, disc wheels, radio, twin tone horns, sliding roof, 62,584 miles.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

NOEL ROBCOE, Ltd., offer:—

1935 (June) Rolls-Royce 20/25 owner driver sports saloon by Mulliner, no division, large projecting boot, 15,000 miles since complete overhaul, £600 of receipts, exceptional condition; exchange, terms; £590.—High Rd., Byfleet 270 and 4199. [4405

CHIPSTEAD MOTORS, Ltd., offer:—

COUPE (Sedanca) 30hp 1938 radio, heater, windscreen washers, passlamps, discs, bumpers, coachwork by Gurney Nutting, owned by Royalty, most attractive car, R.R. history; £1,075.

SPORTS saloon 1935 25hp, choice of two, excellent condition; £395.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

LONDON Rd., Derby. Tel. Derby 47471-6. [C4075

CAMDEN MOTORS, the Limousine Specialists.

ROLLS-ROYCE 20/25 7-passenger limousine, 1935, Park Ward body with forward occasionals and division, previously used for funeral work, above average condition and in good mechanical order; £295.

ROLLS-ROYCE 25/30 Thrupp & Maberly 7-passenger limousine, 1937, with attractive modern lines, swept tail leather upholstery front and rear, previously taxed privately, excellent condition throughout, discs, etc.; £795.

ROLLS-ROYCE 25/30 Park Ward limousine, 1937, in black with leather throughout, division, discs, coachwork just recellulosed, all chrome work absolutely spotless, interior spick and span, the whole car in exceptional order; £595.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

BY auction at Chester on Wednesday, 25th April.

1951 Rolls-Bentley Mark VI 4¼-litre 4-door Mulliner sports saloon, 17,000 miles genuine, one owner, immaculate condition.—Swetenham, Whitehouse & Co., 5, St. Werburgh St., Chester. Tel. 20422. [4299

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1935 Rolls-Royce 20/25, fitted with 4-light 5-seater saloon with division by Windover; finished in black; one titled owner; £475.

FELL Rd., Croydon. Tel. Croydon 7464. [C1098

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1947 Rolls-Royce Silver Wraith full razor edge H. J. Mulliner sedanca, low mileage, one owner, most perfect possible condition; £2,575.

1938 Rolls-Royce 25/30 by Freestone & Webb, full razor edge saloon; £935.

1938 Rolls-Royce 25/30 H. J. Mulliner sedanca; £885.

1937 Rolls-Royce 25/30 H. J. Mulliner saloon; £685.

1935 Rolls-Royce 20/25 by James Young; £665.

1935 Rolls-Royce Ph. II, wonderful condition; £585.

GUARANTEES, terms, exchanges; distance no object.

1176.—1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344 and 43345). [C4024

ROLLS-ROYCE

LIMOUSINES, 30hp, 1936, outswept back, forward occasionals, leather throughout, excellent; £595.

LIMOUSINES, 25hp, 1934, Hooper, forward occasionals, good chassis, excellent coachwork; £385.

34000 miles Thrupp Phantom III limousine, forward occasionals, privately owned, amazing condition throughout; £670.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

WEYBRIDGE AUTOMOBILES, Ltd., special retailers of Bentley and Rolls-Royce cars, offer:—

1951 Rolls-Royce Silver Wraith Hooper touring limousine black with maroon hide, one owner, 19,000 miles only; £3,950.—Weybridge Automobiles, Ltd., Weybridge 2233. [4594

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley repairers, offer:—

ROLLS-ROYCE Silver Dawn, automatic gear box, late 1954, dark metallic grey, one owner, genuine 12,000 miles only, very beautiful car; £4,100.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barndale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HEARSES, Hearses, Hearses. From £1,450 complete, brochure available.

ALPE & SAUNDERS (COACHBUILDERS), LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

1932.—Rolls-Royce 20/25hp coupe de ville with drop window division, 7-seater, black, good condition; £375.

TOBY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759/4052. [4462

MASCOT MOTORS, Ltd., have a large comprehensive stock of pre-war Rolls-Royce cars, specimens of which we give below:—

1937 30hp Windover limousine, 68,000 miles only; £650.

1937 30hp Barker saloon, 61,000 miles only; £650.

1936 25hp Croall coupe in grey and black; £625.

1935 25hp Park Ward sports saloon; £595.

1935 25hp Barker sports saloon; £575.

1934 26hp Hooper sports saloon, completely overhauled and repainted black and maroon; £495.

1933 20/25hp A. Mulliner sports saloon; £450.

ALL cars guaranteed.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

JACK OLDING & Co. (MOTORS), Ltd., Official Rolls-Royce and Bentley Retailers, offer from their selection of passed used cars:

1954 Rolls-Royce Silver Dawn standard saloon with bench seat, black, beige, one owner; £3,750.

1939 Rolls-Royce Wraith Park Ward saloon with division and boot, black, brown, 55,000 miles, undergoing renovations as necessary; £1,350.

AUDLEY House, North Audley St., W.1. Mayfair 5242. Park 5077. Open to 7 p.m. [C3030

CAREFULLY vetted, pre-war examples; favourable prices; exchanges.—J. Adams, Gidding, Huntingdon. Winwick 216. [9524

1938 30hp Rolls-Royce Landaulette, '54, 700 miles, company maintained, immaculate condition, death of owner, no dealers; £900.—Box 1304. [4442

THE SOUTHERN MOTOR Co. specialise in all-owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600. WORKS, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillan Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [0354

G & M ALFREDS (1936), Ltd.—1935 Rolls-Royce, owner-driver Vanden Plas swept back saloon.—6-7, Warren St., W.1. Euston 3268. [C1005/1

ROLLS-ROYCE Silver Cloud saloon, owner has just taken delivery, but owing to extenuating circumstances is forced to sell.—Offers to Box 1300. [4436

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [8435

OWNER-DRIVER, October, 1937, Hooper 30hp sports saloon, boot, mileage 62,000, black, one owner; exceptionally attractive coachwork, history available; £895.

JACK ALPE, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105/1

1937 Rolls-Royce Phantom III Park Ward limousine, black picked out in red, major overhaul by Rolls in 1951, chauffeur kept, excellent condition; £600.—Box 1144. [4120

1929 20hp Rolls-Royce, fitted shooting brake body 1946, £370 spent on general overhaul 1953, good mechanical condition, body requires attention; £250 o.n.o.—Kensington 6642. [4304

£295.—1934 Rolls-Royce 25hp sedanca de ville, side facing seats, lovely condition, privately owned.—Makin & Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0556. [C3071

ROLLS-ROYCE Silver Dawn saloon, with automatic gear box, blue-blue with blue leather upholstery, one owner, mileage 12,000, first registered Febuary 18, 1955; price £4,450.

VINCENTS OF READING, Ltd., Station Square. Tel. 54'04. [4252

ROLLS-ROYCE 20 modernised 4-door Tickford convertible, also all models, saloons and limousines at bargain prices.—Claude Burzoyne & Co., St. Peters Rd., Hammersmith. Riverside 7644. [4478

£275.—Late 1930 20/25 saloon, Barker body, luggage trunk, 2 owners only, £300 overhaul late 1952 and in first-class mechanical condition; seen London by arrangement.—Major Lawson, Beaconsfield 1584. [4068

£425!!!—1935 Rolls-Royce 20/25hp Windover 7-seater limousine, glass division, face forward occasional seats, Rolls history, magnificent specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1115

ROLLS-ROYCE

ALPE & SAUNDERS Ltd. Rolls-Royce Wraith Limousines. Park Ward with partition and face forward occasionals, leather throughout, original faultless condition, history available. See also under Limousines column. Large selection.

A & S Ltd. (Limousines Purchased). Providence Court, North Audley Street. Mayfair 2941. [C1006

18800 miles! 1951 Silver Wraith l.h.d. streamlined Park Ward black limousine with boot, electric partition, wide face forward occasionals, rear compartment cloth with tailored loose covers, lavishly equipped, carefully maintained, one owner; present list price £7,943/17; will accept £2,975.

1932 (May) Rolls-Royce 20/25hp Thrupp & Maberly limousine, face forward occasional seats; £195.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Eus. 4466. [3023

1933-4 Rolls-Royce 20/25 sports saloon by Park Ward, fitted with large rear opening boot, finished in unmarked black with tan hide interior and carpets to match, all of which are original and in excellent condition; this car is fitted with radio, Ace discs, all excellent tyres, mechanically in excellent condition throughout and open to any trial or examination; a really beautiful specimen; £395; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3000

XXX 1936 Rolls-Royce 20/25, fitted with most outstanding and extremely attractive 4-seater sports coupe body with commodious rear boot by Gurney Nutting; a really immaculate car, finished in black with blue lower panels and blue leather; luxuriously equipped, ride control, discs, bumpers, very full interior equipment; Rolls-Royce service history available, must be seen to be appreciated; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

Rolls-Royce Cars Wanted

CM

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. [0970/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

Rolls-Royce Spares and Service

ASERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1062/R

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SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [S3030

MASCOT MOTORS, Ltd., Rolls-Royce and Bentley Specialists, complete engine overhauls, coachwork repairs.—237, Kensal Rd. Ladbroke Grove, W.10. Ladbroke 1231-2. [S3007

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1939 sunshine roof coupe, an excellent one owner throughout car, black, must be seen; £275.—H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1940 Rover 10 saloon, grey, very sound; £268.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 4407, 2643. [C2057

BLACK saloon, brown leather (Oct.) 1946, magnificent condition, 100% maintained; £385.—Silsbury, 9, Glenhurst Rd., N.12. Whi. 9000, Ext. 941. [4522

1946 Rover 10 4-door saloon, blue/blue leather, excellent condition throughout, guaranteed; £325.—Kings Motors, 1, High St., Hounslow. Tel. 5532. [C2049

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

1946 (Sept.) Rover 10 saloon, grey, one owner, beautiful order throughout; £350.—Keeler, 1, Lambolle Place, N.W.3. Primrose 2657.

265 gns.—Rover 10 1939 de luxe saloon, sliding head, leather, rebored, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROVER 12

1939 Rover 12 de luxe saloon, grey, blue hide, nice runner, bargain; £195.—Below.

1947 (Nov.) Rover 12 open sports 4-seater, good all-weather equipment, new engine, unworn tyres, spotless condition, rare model; £465; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

1947 (Nov.) Rover 12 saloon, black, in first-class condition; £375.—Keeler, 1, Lambolle Place, N.W.3. Primrose 2657.

ROVER 14

GUY SALMON AUTOMOBILES offer:—

1947 Rover 14 sports saloon, green, heater, engine recently reconditioned, in absolutely original condition; £415.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1946 (Dec.) Rover 14 sports saloon, black, brown leather, radio, superb order; £350.—Keeler, 1, Lambolle Place, N.W.3. Primrose 2657.

1938 Rover 14 sports saloon, very good condition; £120.—Chapman, 5, Cromwell Crescent, S.W.5. Fremantle 0084. [4402

ROVER 14 Tickford foursome drop head coupe, a 1939 model, in magnificent condition; £275 o.n.o.—Tel. Wadman, Balham 6588. [4387

1947 Rover 14 saloon, one owner, mileage 31,000 very nice car; £325.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [4598

1939 Rover 14 black sports saloon, smart, silent, uses no oil between changes, good history, excellent tyres, complete equipment, taxed year; £225.—Read, Rosemary Cottage, Freshford. Tel. Limpley Stoke (Bath) 2383. [4224

ROVER 16

AZ MOTORS offer:—

1938 Rover 16 sports saloon, beautiful condition, special P100 head lamps, spot lights, heater, etc.; real bargain; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

H. BEART & Co., Ltd., offer:—

1946 (December) Rover 16 saloon, black with brown upholstery, fitted heater; £325.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1937 Rover 16, 26mpg; engine, clutch overhauled; first £135.—Scott, Fremantle 4757. [4511

1946 (Dec.) Rover 16 saloon, black, brown leather, heater, very excellent specimen; £350.—Keeler, 1, Lambolle Place, N.W.3. Primrose 2657.

ROVER (60, 75 and 90)

HPG

1949 Rover 75 P3 6-light saloon, authentic 51,000 miles, history known to us, yet whole car just completed thorough check, including engine overhaul, smart grey with unmarked maroon leather, heater, Radiomobile; £500 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208, Sunday 2031. [C1086

A1 at Brown's.

1954 Rover 90 saloon, black and red leather, heater and radio, beautifully kept and maintained, spotless throughout; £895.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3 Ham. 2284. [C1025

STURGESS, Leicester.

ROVER distributors for over 50 years.

1955 90; £1,195, most carefully used, one owner, 9,000 miles only, black/tan.

1953 model 75 a specimen car; £800, radio and seat covers fitted.

118 Charles St. Tel Leicester 20033. [0172/R

ROBBINS OF PUTNEY.

1954 (June) Rover 90 saloon, 2-tone grey, grey leather, H.M.V. radio, seat covers, fog lamp, etc., excellent condition throughout; £1,000.—Robbins, East Putney. Tel. 7881. [C3010

KNIGHTSBRIDGE offer:—

1955 Rover 90, grey, red leather interior, 11,000 miles, one owner, unmarked; £1,125.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

TOLWORTH MOTORS Ltd.

1955 (May) 90, 12,000 miles, duo grey, as new; £1,120.

1954 (March) 90, low mileage, one titled owner, immaculate; £995.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

H. BEART & Co. Ltd., offer:—

1954 Rover 60 saloon, grey with red upholstery, very carefully maintained by one private owner; £895.

1954 Rover 75 saloon, black with brown upholstery, one owner, in nice condition throughout; £895.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348 [C1091

H. A. SAUNDERS, Ltd., offer:—

1954 90 saloon, black, red upholstery, heater; £975.

H. A. SAUNDERS, Ltd 836-842, High Rd., North Finchley N.12. Hillside 5272 (8 lines). [C4092

ROVER (60, 75 and 90)

PHILIP RICKARDS, Ltd., offer:—

1956 (Jan.) Rover 90 saloon with overdrive and all extras, sage green, 1,600 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1954 (series) Rover 75 saloon, black/red leather, 26,000 miles, one owner; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months guarantee.

1956 Rover 90, overdrive, a specimen car, green with green interior; £1,375.

HENLYS, Ltd., North Circular Rd., Golders Green. N.W.11. Finchley 0081. [4566

HENLYS offer with 4 months' guarantee:—

1953 Rover 75 saloon, first-class example, light blue with blue interior; £835.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [4548

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Rover 75; £795.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805 [C1008

1954 series Rover 75, black/blue, one owner; £945.

1954 series Rover 90, black/red; £985.—Odeon Motors, Ltd., Bar 1144. [C3028

1951 Rover 75 model PIV, one owner, small mileage; £595.

TULSE HILL MOTORS, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

1949 Rover 75 saloon, black with red leather, radio and extras; £525.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3082

1954 (July) Rover 90 saloon, grey, one owner, chauffeur driven; £960.

STEELE GRIFFITHS, London, S.E.5. Rodney 2201-6. Brixton 7354; Hounslow 4606. [4604

1954 Rover 90 saloon, duo grey, H.M.V. radio, one owner, 11,000 miles, Ripco condition; £995.

1956 Rover 60, black, loose covers, Ace Rimbellishers, only 340 miles; £1,185.

RIPCO, Ltd. (ROVERS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1956 Rover 90, delivery mileage only, grey; £1,358, saving of £75 on invoice price.

R. SOUTHERN & Co., Ltd., Robin Hood Works, Brighouse 1686. [4243

1954 (April) Rover 60 saloon, green, green leather, heater, radio, 20,000 miles, one owner; £845.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1956 Rover 75, black, mileage 800, as new; £1,275. Haselmere, Highfield, Lydney, Glos. Tel. 40. [4217

1948 (November) Rover 75, reconditioned engine not yet run in, green, immaculate; £525.—Harris, 186, Central Drive, Blackpool. [4282

1953 Rover 75 saloon, dark green, built-in radio, 18,000 miles, immaculate condition, taxed December; £795.

MEAKERS MOTORS, Ltd., North St., Bridgwater. Tel. 2081 and 3645. [4353

1954 Rover 90, one owner, grey with red leather, really immaculate £975.—Campbell Symonds, Wembley 6262. [C1037

JANUARY, 1953, blue, radio, immaculate, one owner; £780.—Harris Mayes & Co., The Ace of Hearts Garage, Watford 4026. [4407

1953 (November, 1952) Rover 75, black, red leather, radio, immaculate; £750.—Campbell Symonds, Perivale 4456. [C1037/2

1953 Rover 75 saloon, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Rover 75 saloon, black, red hide; £825; also 1951 saloon, blue, red hide, Ace Rimbellishers; £475.—Mayfair 5242. Park 5077. [C3030

ROVER 75 late 1953, grey/blue, fitted heater, immaculate condition throughout; £775.—71, High St., Bognor. Tel. Bognor 1889. [4251

1954 Rover 90, grey, 10,950 miles only, as new; £950.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1953 (December, 1952) Rover 75, one owner, black, grey leather, seat covers, guaranteed; £750.—Campbell Symonds, Perivale 4456 [C1037/1

1955 Rover 90 saloon, 8,000 miles; £1,175.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

1955 (June) Rover 90, black, H.M.V. radio, seat covers, rim bellishers, 8,500 miles only, absolutely as new; £1,150.—Tel. Maidstone 83207 after 7 p.m. [4450

ROVER 75 saloon, in first-class condition throughout, heater, radio, new engine and radiator fitted 1953; £475.—Tel. Sheffield 26474 (business), 62902 (home). [4521

1948 Rover 75 4-light saloon, black, maroon leather upholstery, fitted heater, perfectly maintained, comfortable and reliable; £425.—Hillwood Motors, Mill Hill (London) 4232. [4314

1948 (November) Rover 75 sports saloon, black, excellent condition, guaranteed; £450; terms and exchanges.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

ROSE & YOUNG Ltd., offer: 1956 Rover 90 saloon, R 200 miles only, fitted overdrive, unmarked; £1,385.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1949 Rover 75 sports saloon, black, radio, heater, beautiful order, ideal for Rover enthusiast; £445.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central N.W.4. Hendon 2146. [C4007

1955 Rover 90, black with red upholstery, fitted H.M.V. radio; heater, loose covers, 12,000 miles, one owner, in excellent condition; £1,095.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

ROVER (60, 75 and 90)

1952 Rover 75 saloon, one owner, heater, many extras, immaculate; £735.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095

1954 Rover 90 saloon, black, brown, spotlight, mirrors; £925; also one duo grey, red hide, loose covers, radio, wing mirror; £925.—Mayfair 5242 Park 5077. [C3030

1954 Rover 90, black, fawn leather, radio, 12,000 miles, one owner, a superb example; £950, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

TANKARD & SMITH, Ltd., offer 1948 Rover 60, black/brown leather, one owner, heater, excellent condition throughout; £475; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4301. [C4025

1953 Rover 75 saloon, black/grey leather, loose covers, twin spot lamps; a very sound car; £795; any inspection invited; 3 months' guarantee.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

ROVER, 1955 (June), black-red 90 saloon, genuine 12,000 and always works serviced, many extras, spare and tools remain unpacked, tubeless tyres, covers, mats, rad. blind, Ace discs, etc.; h.p. arranged £1,175. Morris, 133, Green Lane, Morden. Tel. Mitcham (Surrey) 3687. [4482

1954 (June) Rover 90 sln., duo-tone grey, grey leather, H.M.V. push-button radio de luxe, heater, fog lamp, screen wash, one private owner, 14,372 miles only, brand new condition; £1,125; over £350 below to-day's cost.—McKinnon Motors, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey Established 1906. Tel. Wallington 3404. [C3020

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242/R

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers Alexandra Rd., Wimbledon 0163-4. [0195/R

NEWNHAMS, Ltd.

1956 Land-Rover, negligible mileage; £525.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer:—

1955 model Land-Rover, 8,000 miles, excellent condition; £495.

1954 model Land-Rover, pick-up, one owner, canvas tilt, outstanding condition; £510.

SIX months guarantee; hire purchase.

COUNTRY enquiries welcome; representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039

1956 Land-Rover, 210 miles only; £495.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple-Bar 3588. [C1027

G&M ALFREDS (1936), Ltd.—1951/52/53 Land-Rovers, hard top, power unit, privately used, considerably above average.—6-7, Warren St., W.1. Euston 5268. [C1005

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd.—The nation-wide Land-Rover Specialists wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

H. F. EDWARDS, Epsom, offer:—

1938 Rover 16, black and brown; £175.—Below.

1948 Rover 75 P.3, fitted heater, finished green green interior, a really outstanding car; £488—Below.

1953 Rover 75, heater, loose covers, one owner black, green interior; £775.—Below.

1954 Rover 90, fitted heater and screen washers one owner, duo-tone grey with red interior recorded mileage 12,400, a most attractive car; £985 written guarantees; terms, exchanges.—28-34, Upper High St., Epsom. Tel. 5611. [C2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R

CASH immediately for good Rover.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129/R

KJ MOTORS, Ltd., agents reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

J. DAVY, Simca distributor.

1955 (May) Aronde, 9,000 miles, radio, extras, as new; £695.

1955 Aronde, little used; also new Grand Large and Elysee.—180-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

THE FAIRWAY GARAGE offers:—

SIMCA Aronde saloon, new in October, 1955, works mileage only, pale blue with red leather, 6 months' guarantee; £795.

HUXFORD & SAUNDERS, Ltd. (Simca Dealers), West St., Portchester. Cosham 76770. [4246

1954 Simca Aronde, heater, cost new £900; £545.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 (September) Aronde, heater, screen washers, spare unused; £675; terms, exchange.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1956 Simca Elysee saloon, 2,000 miles, £865; also 1955 Simca saloon, £635; and 1954 Simca, £550; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Simca shooting brake, genuine 37mpg, 80mph, 8,000 miles, real value; only £695, new Simcas and many used Simcas in stock, specialised after sales service, French-trained staff.

ANTHONY CROOK, Simca Distributors, High St., Esher, Surrey. Tel. 4580. [C1065

1956 model Simca Elysee, finished in grey, fitted heater and white wall tyres, works maintained, 37mpg, 80m.ph. 9,000 miles; £810.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Perivale 5651 [0395/R

SINGER

ELM AUTOSALES offer:—

1948 Singer 10 saloon, maroon cellulose completely unmarked two tone, interior beautifully maintained; £295.—28-30, Abbotsbury Rd., Morden. Mitcham 7122. [C2097

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, green and grey, fawn upholstery, 5,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1955 Singer Hunter saloon, black, with red interior, one owner, regular maintenance by main agent; £595.

FELL Rd., Croydon. Tel. Croydon 7464. [C1098

1953 Singer SM1500 saloon, black with red interior, equipped radio; £475.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4060. [C3082/2

£365!!!—1947-8 Singer 9 sports roadster, beautifully maintained, specimen condition.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1952 Singer SM1500 saloon, blue with beige interior, very serviceable car; £425.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082

1955 Singer Hunter special saloon, blue with blue interior, chauffeur-maintained car; £695.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774; Bottomgate, Blackburn 5084. [C3082/1

1953 SM1500, strato blue, immaculate throughout, small mileage; best offer over £425.—Kon Tiki, Canford Cliffs (Tel. 77771) Bournemouth. [4453

345gns.—Singer 9 1951 4AB 2/4-seater sports roadster, t.f.s., glass side screens, very good condition; terms, exchanges.—Rowland Smith, below:—

265gns.—Singer Super 12 1949 saloon, sliding head, excellent condition; terms, exchanges.—Rowland Smith, below:—

195gns.—Singer Super 10 1947 saloon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SINGER

1954 Singer Roadster 1,500cc, fast, reliable, attractive, well maintained; £475.—Pines, 38, Basing Hill, N.W.11. [4509

1954 Singer SM1500, low mileage, immaculate, choice, 2; from £515.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen 8011-2. [C3065

SINGER 1500 Roadster 1951, 17,400 miles, detachable hard top, underguard, new battery, fog lamp; offers over £325 to—Moore. Tel. Bickenhead 1686. [4381

1954 SM1500 saloon, heater, screenwash, taxed year, any inspection; £495; part exchange considered.—24, Northway, Maghull, Liverpool. Maghull 456. [4388

£340—Singer 9 1951 4AB 2/4-seater sports roadster, t.f.s., sliding glass screens, screen washers, good condition; private sale; Finchley, N.2. —Box 1299. [4457

1955 (May) Singer Hunter saloon, green with brown leather upholstery, 4,000 miles only. —Rippon Bros., Ltd., Huddersfield, Leeds., Sheffield and Bradford. [C2043

1939 Singer Super 12 4-door de luxe saloon, good runner, clean; bargain, £125; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6291. [0754/R

ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. [0299

Sports and light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

The Autocar

specializes in small h.p. cars as well as the larger types.

SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Albans Lane, Goldens Green, N.W.11. Speedwell 4701. [0605/R

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4060), and 176, Deansgate, Manchester. (Deansgate 4057.) [0740/R

SPORTS CARS

RAYMOND WAY.

RAYMOND WAY, East London Branch.

399gns.—Lea-Francis 1,750cc sports racing car, very beautiful lightweight 2-seater body in British racing green, fully road equipped with fold flat screen, Continental style wings, hood, tonneau, etc., super reliable all-purpose thoroughbred, 6 months' written guarantee.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [4417

ROWLAND SMITH'S for Sports Cars.

695gns.—M.G. Midget 1955 TF1500 2-seater, one owner, small mileage, spare unused.

495gns.—M.G. Midget (late 1953) TD 2-seater, PVC hood.

345gns.—Singer 9 1951 4AB sports roadster, t.f.s., glass side screens.

295gns.—Lancia Aprilia 1939 2/4-seater Farina sports convertible.

195gns.—Allard 1947 super-sports 2-seater.

185gns.—Jaguar 90 (late 1935) 2½-litre super-sports 2-seater.

145gns.—M.G. Magnette 1933 K1 sports 4-seater, manual gearchange, magneto.

95gns.—M.G. Midget 1933 Ship J2 2-seater; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SPORTS CARS

PERFORMANCE CARS.

PERFORMANCE CARS, Ltd., select from their stock of over 200 new and guaranteed used cars.

ASTON MARTIN 1½-litre Le Mans tourer, 1954, £225; Aston Martin 2-litre 2/4-seater, 1958, £555.

ASTON MARTIN 1½-litre International tourer, 1952, £150; Alvis Speed 25 drop head, 1938, £245.

AUSTIN Sheerline saloon, radio, heater, 1948, £395; Austin A30 4-door saloon, 1955, £475.

BENTLEY 3¼-litre Vanden Plas tourer, complete history available, bills for £600, 1934; £545.

BENTLEY 3½-litre sports saloon, 1955, £445; Bentley 3½-litre saloon, 1954, £395.

BENTLEY 4¼-litre Black Label tourer, 1928, £295; Bentley 4½-litre Black Label saloon, 1931, £195.

BENTLEY 3-litre Red Label coupe, 1924, £175; Bentley 3-litre Red Label saloon, 1928, £195.

BOND Minicar de luxe model, £308; Citroen Light 15 sports saloon, 1950, £315.

DAIMLER 15h.p. Mulliner saloon, 1936, £145; Daimler 2½-litre coupe, 1938, £245.

FIAT 600 saloon, new, 50mpg, 65mph, £620; Fiat 500 cabriolet, 1938, £175.

FIAT Gordini 1,089cc 2-seater, 1937, £275; Ford 10 tourer, 1938, £195.

FORD Pilot saloons, radio, heater, 1949, 2 from £250; Ford 8 saloon, 1938, £115.

FORD Custom convertible, l.h.d., power hood, 1949, £625; H.R.G. 1500 2-seater, 1936, £275.

HUMBER Super Snipe Tickford coupe, 1950, £375; Healey 2½-litre Tickford saloon, 1951, £655.

JAGUAR XK120 drop head coupe, wire wheels, heater, extras, grey and red, 1954, £875.

JAGUAR Mk. VII saloon, radio, heater, one owner, 1953, £745; 3½-litre drop head coupe, 1948, £355.

JAGUAR Mk. V drop head foursome, 1951, £555; Jaguar 3½-litre sports saloon, 1947, £245.

LOTUS Ford Mk. VI 1098ohv, 1954, £545; Lotus Consul Mk. VI, 1500cc, 1954, £395.

LAGONDA V12 drop head foursome, 1939, £395; Lagonda 4½-litre Vanden Plas tourer, 1934, £195.

LAGONDA 2-litre tourers, 1931, choice of 2 from £145; Lagonda 4½-litre saloon, 1937, £195.

LANCIA Aprilia sports saloon, big bore engine, 1937, £255; Lancia Aprilia saloon, 1938, £195.

M.G.—See advt. under M.G. column.

MERCEDES-BENZ 500K type B cabriolet, 1936, £295; Mercedes-Benz 500K saloon, 1936, £225.

MORGAN Plus 4 2-seater coupe, 1952, £445; Morgan 4/4 2-seater, 1950, £365.

MORRIS Minor convertible, 1951, £385; Morris 8 series E tourer, 1939, £195.

NEW Renault 750 saloons, blue and green, £635; New Renault Fregate Amiral saloon, £1,244.

RILEY 2½-litre sports saloon, 1947, £385; Rover 14hp sports saloon, 1938, £265.

RAILTON Straight 8 drop head coupe, 1934, £145; Rolls-Royce, Ph. II saloon, 1931; £245.

ROLLS-ROYCE Phantom III Mulliner razor-edge sports saloon, specimen, 1937; £700.

SUNBEAM-TALBOT 10 drop head foursome, 1947, £345; Sunbeam-Talbot 90 convertible, 1951, £465.

SINGER 4AB roadster, 1951, £365; Singer 9 roadster, 1946, £225.

TRIUMPH TR2, overdrive, wire wheels, 1954, £665; Triumph 1800 roadster, 1946, £355.

TRIUMPH Dolomite roadster, 1939, £195; New Trojan personnel wagon, P5 diesel, £790.

VAUXHALL Velox saloon, green, 1954, £555; Vauxhall 14hp J type saloon, 1939, £245.

IMMEDIATE h.p. and insurance; cars and motor cycles taken in part exchange; 9-7 week-days, 11-4.30 Sundays; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

ANTHONY CROOK.

SPORTS racing Cooper Bristol; this well-known car has won countless events and established many lap records, and yet will amble through traffic at 20 m.p.h. in top gear. Any make of saloon cars taken in part exchange; hire purchase; expert after-sales service; all spares.

ANTHONY CROOK MOTORS, Bristol Distributors, High St., Esher, Surrey. Tel. 4580. [C1065

B. & G. MOTORS offer:—

£185—Talbot 10 1938 sports saloon, black.

£160—M.G. 8hp P type sports 4-seater, black.

£150—M.G. 12 Magnette N type open 4-seater, black.

£140—M.G. 8hp J2 open sports 2-seater, red.

£125—M.G. 8hp J type sports 4-seater, green.

£105—M.G. 12 open 4-seater, blue.

£105—M.G. 12 open 4-seater, green.

£95—M.G. 847cc special 2-seater, taxed, 4 speeds, slab tank, red.

£75—M.G. 12 open 4-seater, black.

£115—B.S.A. Scout 10 sports 2-seater, 1938, red.

£105—B.S.A. Scout sports 2-seater, green, taxed.

£120—Wolseley Hornet EW drop head, black.

£90—Invicta Special 3-litre Corsica open 4-seater.

£130—Triumph 10 Southern Cross sports 4-seater, green.

MANY others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BOB GLYNN SPORTS CARS offer:

4½-litre Bentley 4-seater V.D.P. open sports, detailed overhaul just completed; £325.

4½-litre Bentley 4-seater d/h coupe; excellent history, £275.

M.G. TA 2-seater sports, beautiful condition, taxed; £255.

CITROEN Light 12 sports saloon, in fine condition; £190.

ROVER 12 saloon, magnificent performance and good looks, taxed December; £125.

BOB GLYNN SPORTS CARS, 169, Pavilion Rd., Sloane St., S.W.1. Sloane 4867 (anytime). [C2098

H.R.G. 1956, see Classified column.—Rudds of Worthing. [4422

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CARR BROS. (GARAGES), Ltd., Sports Car Department

PLEASE see sports car specialists feature, page 82. [C1041

FRAZER NASH chain-gang rebuilt 1952; £98.—Shern Hall, Mortimer Rd., Rayleigh, Essex. [4497

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4019/R

SLOCOMBES, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

CASH immediately for good sports cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R

STANDARD 8

SLOCOMBES.

1954 Standard 8, blue, excellent condition, one owner; £425.

1955 Standard 8 de luxe, green, fine order throughout, heater, one owner; £485; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

WARWICK WRIGHT, Ltd., offer:—

1955 Standard 8 de luxe saloon, green, brown upholstery, 10,000 miles; £485.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BERKELEY SQUARES HOUSE GARAGE, Ltd., offer:

1955 (Nov.) Standard Super 8 saloon, grey, red Vynide, very low mileage, in showroom condition; £545.

BERKELEY Sq., London, W.1. Grosvenor 4343. [4456

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Standard 8; £225.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

ALEXANDER LAYSTALL; high-power conversions for Standard 8.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1955 Standard 8 de luxe saloon, one owner, fitted loose covers, mileage 10,000; £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1955 Standard 8 de luxe, grey and red, 8,000 miles, one owner; £465.—Haskins, Ladbroke 1155.

1954 Standard 8 saloon, heater, low mileage; £425.—Shorts, 21, Barter St., Bloomsbury, W.C.1. [4609

1954 Standard 8 saloon, very fine order; £422.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1955 Standard 8 de luxe saloon, one owner, small mileage, as new; £485.—Basil Roy, Ltd., 161, Ct. Portland St., W.1. Langham 7733. [4599

G & M ALFRED'S (1936), Ltd.—1956 Standard 8 saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. [C1005

BOWES ROAD GARAGE.—Standard 8, de luxe, 1955, heater, one owner; £485.—Bowes Rd. (North Circular Rd.), N.11. Bowes 2284-5-6. [4052

1947 Standard 8 drop head coupe, excellent condition, radio, spot lamp; £199.—17, Rossall Crescent, N.W.10. Perivale 9694. [4205

1954 Standard 8 saloon, 17,000 miles, black, new condition; £395.—Douglas, 110, Cricklewood Broadway, N.W.2. Gladstone 8606. [4411

1955 (May) Standard 8, black/red interior, 19,000 miles, twin carburettor conversion at cost of £35, one owner, taxed year; £465.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1956 Standard 8 pick-up, 160 miles only; £375.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

FOR the fresh-air enthusiast, 1954 Standard 8. Weathershields sliding roof, heater, screen washer, wing mirror. Undersealed. 12,000 miles; £435.—41, Warren Rd., Twickenham, Middlesex. [4202

1954 Standard 8 4-door saloon, heater, low mileage, guaranteed; £395; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

445gns.—Standard 8 1955 de luxe saloon, Salvador blue, heater, radiator grille, one owner, spare unused; terms, exchanges, list; open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041

1947 Standard 8 open semi-sports, 4-seater, very smart, excellent performance; £215; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station) Euston 2700 and 8894. [C3059

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

STANDARD 9

STANDARD 9, first registered 1940, one owner, excellent condition; £210 or very near offer.—14, Heath Rise, S.W.15. Putney 1044. [4208

STANDARD 10

1955 (March) Standard 10 saloon, black, heater, 12,000 miles, taxed; £520.

CLARKE & SIMPSON Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

STANDARD 10

CAR MART, Ltd.

1954-55 Standard 10hp saloon, heater; £495.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

PHILIP RICKARDS, Ltd., offer:—

1955 Standard 10 saloon de luxe, grey/red leather, 8,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

WARWICK WRIGHT Ltd., offer:—

1955 Standard 10 de luxe saloon, black and blue, red upholstery, 6,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1956 Standard Family 10 saloon, blue, red Vynide, mileage under 600, as new; £565.

BERKELEY Sq., London, W.1. Grosvenor 4343. [4457

ALEXANDER LAYSTALL; high-power conversions for Standard 10.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1955 saloon, black with red upholstery, a one-owner car, Rubbasealed when new, supplied and maintained by us, taxed year; £525.—K.J. Motors, Ltd., Bromley. Rav. 3456. [4472

ROSE & YOUNG, Ltd., offer 1956 Standard super 10, de luxe, blue, taxed, 2,500 miles only; £565.—65-69, Sternhold Avenue, Streatham Hill, S.W.2 (one min. Streatham Hill Station) Tulse Hill 6464. [C3057

495gns.—Standard 10 1955 saloon, Salvador blue, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

1956 Standard Super 10 saloon, black, red leather, tubeless tyres, Alexander Laystall high-power conversion, anti-roll bar, works mileage only; £675.—Alexander Engineering Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094/1

STANDARD Super 10 (Oct., '55), grey with red upholstery, 5,000 miles, in perfect condition, twin S.U. carbs, Derrington manifold, twin exhaust, high compression head, not raced or rallied, standard parts available, heater, washers, spot light, etc., any trial; £570 o.n.o.—Copsey, Rothmans, Gt. Baddow, Essex. Tel. Gt. Baddow 29 [4485

1956 model (first reg. Sept., '55) Standard 10 good companion estate car, birch grey/blue leather, heater, windscreen washers, 3,000 miles only, one owner who has scrupulously maintained this vehicle; used only for private motoring, taxed year, saving of some £70 against to-day's list price; £665.—Gordon White & Co., Ltd., Austin House, Gerrards Cross, Bucks. Gerrards Cross 2077-8. [4555

Standard 10 Cars Wanted

ALMOST new Standard 10 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD 12

£85.—1936 Standard "Flying 12", black with red upholstery, complete history known since new, original cellulose, good tyres and battery.

FRANKLIN, A. J. BATES & Co., Rickmansworth Rd., Chorleywood, Herts. Tel. C.W. 30 & 462. [4516

STANDARD 14

£275.—Genuine opportunity 1948 14.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [C1011

STANDARD VANGUARD

DICKS.

1949 Vanguard saloon, bargain; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1953 Standard Vanguard estate car; £545

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600 [C1038

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1955 Standard Vanguard saloon, Comet blue with blue upholstery, genuine 2,000 miles only, practically new and unused; 659gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

BOON & PORTER, Ltd

1953 Vanguard, heater, one owner, 35,000 miles, carefully serviced, exceptional; £445.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

NEW Standard Vanguard Phase III.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Kni. 4215 [C1069

AUTOSALES (LONDON), Ltd., offer:—

1952 Vanguard saloon, radio and heater, an exceptional car; £440.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [4552

STANDARD Vanguard 1950 (November), maroon, immaculate condition; £350.—Vic. 5326. [4375

STANDARD VANGUARD

GUY SALMON AUTOMOBILES offer:—

1951 Standard Vanguard saloon, excellent condition; £385.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1955 (August) Vanguard saloon, black, red leather, heater, low mileage, immaculate condition; £650.

BERKELEY Sq., London, W.1. Grosvenor 4343. [4458

1952 Vanguard, blue, electric overdrive, second and top gear electric, fitted heater and in superb condition; £495.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

£265.—First offer secures, grey/leather, 1949. Vanguard.—Kon Tiki, Canford Cliffs (Tel. 77771), Bournemouth. [4454

1950 Vanguard, grey, excellent condition throughout £330.—Bertram Cowen, Ltd., Hermitage Lane, Streatham Pol. 2100 [4265

1955 model Vanguard, one owner, first-class condition; £565.—Walton-on-Thames Motor Co., Ltd., Walton-on-Thames 200. [4341

1950-1 Vanguard utility, guaranteed; £295; payments.—Oldfield, 386, Kensington High St., W.14. Wes 6631. [C3029

1949 Standard Vanguard, heater, red leather, immaculate; £335.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [4577

1952 Standard Vanguard saloon, radio, heater, unmarked; £465.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3086

£389.—1952 Standard Vanguard, black, heater, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1955 Vanguard, radio, heater, 10,000 miles; £626.—Jos. Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

£595.—1954 Standard Vanguard estate, one owner, small mileage.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

AZ MOTORS offer 1950 model Vanguard saloon, just overhauled, brakes relined, bargain; £340.—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1952 Vanguard, recellulosed black, one owner, leather, heater, genuine 25,000 miles, guaranteed. £475.—Campbell Symonds, Wembley 6262. [C1037

565gns.—Standard Vanguard 1955 model Phase II saloon, leather, screen washers, one owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

425gns.—Standard Vanguard December 1952 saloon leather, heater, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Phase II Vanguard, blue, one careful owner, heater, loose covers, 20,000 miles, superb condition; £485.—Reys Motors, Ltd., 73-75, Albany St., N.W.1 Euston 6994. [4412

1953 Phase II, black, one owner, regularly maintained, carefully used, excellent condition; can be inspected 28th April; £485.—Write Roe, 58, Pagehurst Rd Croydon. [4106

£295.—Vanguard 1950/1, extremely nice condition, l.h.d., heater and extras, choice 4.—Benmotors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7 [C1017

1954 Standard Vanguard, Phase II, beige and blue, de luxe, overdrive, excellent condition, one owner; £555.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Luxford 215. [4597

1956 Standard Vanguard estate car, 150 miles only, overdrive and heater; £935.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 Temple Bar 3588. [C1027

1950 Standard Vanguard, black, red leather, fitted heater, in beautiful condition throughout; £345.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195 and 13-14, Castle Parade, Ewell 2393. [C1054

1954 Standard Vanguard, Phase II, one owner, green and black, with green upholstery, whole car in first-class condition; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames Kingston 1185. [C1016

1949 Vanguard saloon, radio, heater, leather, immaculate appearance, £335; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station) Euston 2700 and 8894. [C3058

1955 Standard Vanguard saloon, immaculate condition throughout, fitted heater, overdrive, low mileage, one owner, regularly maintained and serviced, taxed till December; bargain at £650, or £525 down, balance 24 months.—Redhill 3228. [4409

1954 (Apr.) Vanguard, black with red Vynide, fitted overdrive, heater, wireless, seat covers, etc., one careful owner, appearance and condition as new; £505, terms and exchanges.—Whytlaw & Harper, Ltd., 174, Upper Richmond Rd. West, S.W.14. Pro 4455. [4444

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

CASH immediately for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

BAKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares; sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322.) [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston, Kin. 3151-6. [0386/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0050/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regents Park Rd., Church End, Finchley. Finchley 5908-9. [0002/R

STUDEBAKER

1955 Studebaker Champion Farina style de luxe sports saloon, as new, exchange considered, terms arranged.—45, Shirehall Park, N.W.4. Hendon 1648. [4343

FARINA Commander coupe, fitted V.8 Bearcat engine, overdrive, kick down, radio, dual heaters, automatic hill-holder, finished in dual blue, blue nylon and leather covers, new whitewall tyres, a wonderful example of this rare model with performance over 100 mph with 20 mpg; bargain at £1,275. SPEED MODELS (BRIAN FINGLASS), 54, Warren St., Euston Rd., W.1. Euston 2156. After 6, Livingstone 7777. [4337

Studebaker Spares and Service

EXCHANGE engines and overdrive gear boxes, including hydramatic on post-war vehicles; technical service available.

ALLIANCE AUTO Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R

SUNBEAM

ROOTES HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R

H. C. PAUL.

1955 Sunbeam Mark III saloon, 8,000 miles, overdrive, heater, radio, loose covers, and many extras; £1,095.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040

JACK ROSE, Ltd., offer:—

1955 model Sunbeam Mark III saloon, Alpine mist, overdrive, heater, many extras; most outstanding at £925.—Stafford Rd., Wallington, Surrey. Wallington 6677 and Burgh Heath 2376. [C3056

GEORGE HARTWELL, Ltd.

SUNBEAM Mark III saloon, 1956, duo-tone, dawn mist and blue, overdrive, heater, 2,000 miles, as new; £1,250.

SUNBEAM Mark III saloon, Alpine mist/red, overdrive, heater, radio, screen-wash, loose covers, fog and driving lamp, new condition; £1,025.

SUNBEAM coupe, Mark III, April 1955, crystal green/green, fawn hood, overdrive, 3,400 miles only, can be described as comparable to new; £1,095.

SUNBEAM-TALBOT 90 Mark IIA saloon, 1953 series, dove grey/corinth blue, heater, radio, screen-wash, current model appearance; £725.

SUNBEAM-TALBOT 90 Mark IIA saloon, 1953, Alpine mist/red, heater; £725.

GEORGE HARTWELL, Ltd., Sunbeam - Talbot Specialists, 35-41, Holdenhurst Rd., Bournemouth 4161. [C2079

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon, rose beige, red upholstery, radio and heater, 11,000 miles; £1,095.

1955 Sunbeam Mark III overdrive saloon, maroon and grey, grey upholstery, heater, 7,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SUNBEAM Mk. III coupe, 1955, Alpine Mist, red leather, overdrive, heater, radio, etc., 11,000 miles, showroom condition.—Reardon, Inglewood, Stallington, Blythe Bridge, Stoke-on-Trent. [4489

1955 (August) Sunbeam Mark III, heater, overdrive, saloon, maroon and light grey leather, one owner, mileage 3,600, virtually as new, £1,065.—Murkett Bros., Ltd., High St., Bedford. Tel. 66322. [4477

Sunbeam Cars Wanted

ALMOST new Sunbeam required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, ivory, red upholstery, heater, 10,000 miles; £975.

1955 Sunbeam Alpine overdrive hard top roadster, Alpine mist, red upholstery, heater, 6,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WOKING MOTORS (Mercedes Distributors).

1954 model Sunbeam-Talbot Alpine 2-seater, genuine 1,200 miles only; £865.—Maybury Hill Woking 4277-8. [C4057

1954 Sunbeam Alpine special with overdrive, convertible coupe, green, heater, radio, etc., mileage 12,000; £925.

TOBY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759/4062. [4463

SUNBEAM ALPINE

CARTWRIGHT HAMILTON CARS, Ltd. (Sunbeam Alpine buyers) offer:—

SUNBEAM Alpine, 1953, Alpine mist/red, low mileage; £765.—282, Kensington High St., W.14. Western 0207. [4532

1953 (August) Sunbeam Alpine 2-seater, very small mileage, blue with beige hide, floor gear change, perfect condition throughout; £695.—Petersham Garage, Ltd., 56, Gloucester Rd., S.W.7. Wes. 4107. [4554

£715.—Sunbeam Alpine 2-seater, April, 1954, one local owner, 19,000 miles, heater, black and cream, very smart, original condition, taxed Dec.; exchanges, terms.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558-9. [4562

SUNBEAM-TALBOT

JACK ROSE, Ltd., offer:—

1951 model Sunbeam-Talbot 90 convertible in green, radio, heater, very attractive; £475.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

TOM GARNER, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon, crystal green, radio, 6,000 miles only; £895.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6-7 [C2020

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa convertible, green, green upholstery, radio and heater, 17,000 miles; £895.

1954 Sunbeam-Talbot 90 Mark IIa saloon, grey, red upholstery, heater, 14,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1948 Sunbeam-Talbot, black, sunshine roof, lovely condition; £375.—Larkswood 4710. [4207

1950 Sunbeam-Talbot 80 saloon, immaculate, one owner; £460.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

NOVEMBER, 1950, 90 coupe, beautiful condition, 37,600 miles, one owner; £455.—Major Sergeant, Llandudno 6594. 4366

1954-55 Sunbeam 90, grey, 9,000 miles, overdrive, radio, heater, fog lamps, seat covers, clean, washers; £1,100.

A. FREEMAN, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [4615

£525!!!—1951-2 Sunbeam-Talbot Mark II de luxe saloon, beautiful condition throughout, only one owner.—Below.

£595!!!—1952-3 Sunbeam-Talbot Mark II de luxe saloon, undoubtedly the finest and most beautiful you can see, bodywork virtually new, interior unworn, chassis 100 per cent.

LAMBS OF WOOD GREEN (established 1897).—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

SUNBEAM-TALBOT 90 saloon, 1951, metallic blue, one delighted owner, maintenance records available; £500.—Croydon 4097. [4507

1939 Sunbeam-Talbot 10, original condition; £275.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

SUNBEAM-TALBOT 80, October, 1950, fitted H.M.V. radio, heater, loose covers, Rimbellishers, new tyres, absolutely unscratched, 28,000 miles only; £495.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2053

1948 Sunbeam-Talbot 2-litre 4-door saloon, recon. engine, immaculate throughout, guaranteed; £365.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1951 Sunbeam-Talbot 80 convertible coupe, a sound and really beautiful specimen.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

£295.—1948 Sunbeam-Talbot sports tourer, 4-seater, smart fast car, also 1951 convertible, real good buy at £455; terms and exchanges.—Traynor Motors of East Ham. Grangewood 2530-5834. [C4032

SUNBEAM-TALBOT 90 convertible, bronze with red trim, 1952 model, extras include radio, heater, spotlights, badge bar, stage 1 tuning, etc., very fast and in 1st-class order; £625.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

SUNBEAM-TALBOT 90 convertible, August 1954 delivery; only in use for one year, immaculate in all respects, low mileage, special washable hood; guaranteed 87 m.p.g., stone/red; our director's personal car; £835.

CHESTERFIELD MOTORS, 115, Regents Park Rd., N.W.1. Pri. 6644. [4302

OCTOBER, 1946, Sunbeam-Talbot 10hp sports saloon, a very attractive car at the bargain price of £295; immediate hire purchase; part exchange welcomed.—Birkett Motors, 121, Barking Rd., E. Ham. Grangewood 4314. [4560

£645.—Sunbeam-Talbot 1953 Mk. IIA drop head coupe, 18,000 miles, one local owner, mist grey, red leather, heater, taxed; £645; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558-9. [3682

495gns.—Sunbeam-Talbot 90 1952 model Mark II saloon, bronze, sliding head, red leather, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Sunbeam-Talbot required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

SUNBEAM-TALBOT 90 Mk. II/IIA saloon or coupe wanted by private buyer, low mileage.—Box 1140. [4116

Sunbeam-Talbot Cars Wanted

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

URGENTLY required, 1950-56 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3949

SWALLOW DORETTI

L. F. DOVE, offer:—

1955 model Doretti, 2-seater, sports, one owner, 11,000 miles; £765.—69 The Broadway, Wimbledon, S.W.19. Liberty 3456 [C1077

1954 (Sept.) Swallow Doretti, green, excellent throughout; £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 (July) Swallow Doretti, one owner, as new, genuine 4,800 miles only, British Racing green, overdrive, wire wheels, heater, cost over £1,200; accept £775 for quick sale or exchange low mileage 1½-litre Riley.

GROVE, Manzard House, Downham, nr. Billericay, Essex. Tel. Ramsden Heath 276. [4367

TALBOT

£159.—1937 Talbot 10, foursome drop head coupe, excellent condition, bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube). Bat. 1107. [C2024

145gns.—Talbot 1938 3-litre saloon, sliding head, leather manual gear change, radio, heater, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots.—27, Southfields Rd., S.W.18. Vandyke 1612. [0696/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R

TRIUMPH

SLOCOMBES.

1949 Triumph Roadster, B.R.G., fine mechanical order; £395; another completely resprayed; £420; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

L. F. DOVE offer:—

1954 Triumph TR2, choice of two, black and green, one owner, heater; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1076

JACK ROSE, Ltd., offer:—

1952 Triumph Renown saloon, green, very attractive; £475.—Stafford Rd., Wallington, Surrey. Wallington 6677. [3056

ELM AUTOSALES offer:—

1952 Triumph Renown, fitted with overdrive, radio and heater, recent recon. engine, finished in pearl grey and black, immaculate condition; £495.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

VINTAGE AUTOS, offer:—

£875.—TS, close-coupled 2-door sportsmans coupe, low mileage, recent extensive mechanical overhaul, as new throughout.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8350. [C4079

B. J. HUNTER, Ltd., offer:—

1951 Triumph Mayflower drop head foursome coupe, very rare and unusual car; £450.

1949 Triumph 2000 Roadster, very fine and original car; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CLUBMAN TRIUMPH offer:—

1949 2000 Roadster, black, with red leather, works reconditioned engine, extensive overhaul, p.v.c., hood, very fine example; £435.

138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

H. BEART & Co., Ltd., offer:—

1952 Triumph Mayflower saloon, fitted radio, superbly maintained by one private owner; £425.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081

H. F. EDWARDS, Epsom, offer:—

1953 Triumph Renown saloon, heater, one owner, grey and blue, small mileage, quite immaculate; 530gns.—Below.

1953 (May) Triumph Mayflower saloon, black with red upholstery, heater, loose covers, a really immaculate and quite outstanding example; £485; written guarantee; terms, exchanges.—28-34, Upper High St., Epsom. Tel. 5611. [C2001

CHIPSTEAD MOTORS, Ltd., offer:—

TR2 selection of various models coming into stock; enquiries invited.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CHIPSTEAD MOTORS, Ltd., offer:—

ROADSTER 1948, reconditioned engine, radio, black/blue, specimen car; £420.

TR2 selection of various models coming into stock; enquiries invited.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046/1

WESSEX MOTORS, New St., Salisbury.

1956 Triumph TR2 sports, British racing green with beige leather, nominal mileage, as new; £875.

TELEPHONE Mr. Webb-Bowen, Salisbury 3275. [C4087

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1956 TR3 hard top, 127 miles, owner posted abroad; £895 J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Triumph Renown 2,000, £345.—345 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1948 Triumph 1800 saloon, black, radio; £375.—Odeon Motors, Ltd., Bar. 1144. [C3028

1949 Triumph 2000 Roadster for sale, grand condition; £365.—Tel. Cardiff 30098. [4286

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

1948 (Dec.) Triumph 1800 saloon, black, one owner, immaculate order throughout; £345. [C2058

1953 Mayflower, green, heater, only 24,000 miles, guaranteed; £495.—Campbell Symonds, Wembley 6262 [C1037

TRIUMPH Renown saloon (Nov., 1951), green, beige leather, £395.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 Triumph Renown, black with brown leather, fitted heater, excellent tyres, immaculate condition; £465. ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Ambassador 8266. [C2033

£410!!!—Triumph Renown, 1951 (Nov.), grey, heater, excellent condition; terms, exchanges. —Perivale 0530. [4045

TR2, 1954 (October), 15,000 miles, exceptional; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 Triumph TR2 hardtop, new condition; £755; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4065. [C1010

AZ MOTORS offer: 1950 Renown, beautifully maintained vehicle; £395.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1933 Mayflower in black, very low mileage, one owner; £435.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

TRIUMPH TR2 (July, 1955), one owner, genuine mileage 2,500, as new throughout; £770 or terms. —Western 3208. [C4063

1953 (May) Triumph Mayflower saloon, black with blue leather upholstery.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [C3100

TR2 1955 (May), 7,000 miles, ivory, red interior, exceptional; £750.—Johnson & Brown, 266-270, High St., Bromley. Ravensbourne 8841-2. [C2075

1949 Triumph Roadster, spotless; £437.—The Onslow Motor Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

TR2 December '54 (55 model), fitted overdrive, one owner, racing green, immaculate, 11,000 miles; £775.—Blundells, Christchurch Rd., Folkestone 2726. [C1108

1952 (July) Mayflower saloon, black/brown, heater, leather, one owner, 28,000 miles, spot lamp; £420.—Friary Motors, Old Windsor. Windsor 2002. [0173/R

£725.—TR2 (June, 1955), 4,300 miles, B.R.G., as brand new, taxed Dec.; exchanges, terms.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9. [4352

1939 Triumph Roadster 15-72, immaculate, black/cream cellulose, rechromed, new hood, very smart, fast, economical; £280 o.n.o.—Edwards, Wilton 2240. [4495

£840.—Triumph TR2, new, unregistered; £130 below list.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107-8-9. [C2024

1955 (July) TR2, 9,000 miles only, one owner, wire wheels, immaculate; £765.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2065

!!! 1952 Triumph Renown, radio, heater, taxed December, one owner, excellent condition; £450. —Bruce France 8a, Cromwell Mews, South Ken. Fla. 0513. [C2096

1955 (May) TR2, 3,000 miles, wire wheels, heater, leather, screenwash, tonneau cover, etc., as new; £795.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1950 Triumph Renown, maroon, heater, 2 owners, £385; 1951 (Dec.) Triumph Renown saloon, grey, one owner, heater; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 Triumph Mayflower, black and red upholstery, one owner, excellent condition; £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333.

1955 TR2, black with beige hard top, red leather, rad. heater, spot and fog, many other extras, 11,000 miles, specimen; £730.—Salisbury Motor Co., Fisherton St. Tel. Salisbury 6025. [4576

TR2 12,000 miles, full history, no rallies or racing, fitted overdrive, heater, wire wheels, windscreen washer, tonneau, etc.; £765; seen any time. —F. W. Mays & Co., Ltd., Dorking. Tel. 2244. [4578

1955 TR2, B.r.g., 7,000 miles, heater, chrome luggage grid, fog lamp, sliding windows, wire wheels, 3-speed overdrive, not raced or used in rallies, immaculate, T/year; £825 (part exchanges).—Pembury Car Sales, Pembury 394; Kent. [3756

NOVEMBER 1954, 1955 model, Triumph TR2 hardtop, with full open touring equipment, finished in B.R.G. and black with leather interior and heater, this car has been beautifully maintained and is fully guaranteed, spare unused; £695.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

1949 Triumph 2000 Roadster, original condition throughout, many extras, amazing performance; £425; also 1948 Triumph Roadster 1800, good; £325; trade enquiries welcomed; terms and exchanges. —Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

TRIUMPH

1949 Triumph 2,000 Roadster coupe, bronze, red leather, immaculate; £425; exchanges, terms. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0162/R

ALMOST new Triumph required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Triumph.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

400 miles only, Bedford Dormobile; £695.

METROPOLITAN MOTORS, Horn Lane, Acton, W.3. Acorn 5064. [C3080

ALLARD 1950 utility, perfect condition, reconditioned engine, new tyres; £165.—Silverthorn 7950. [4285

£355!!!—1951 Austin A40 utility, proper fold-flat seats, genuine vehicle, in beautiful condition.

£275!!!—1949 Morris 12hp utility van, in beautiful condition, recently overhauled.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley Finchley 6222. [C2052

BUNTINGS MOTOR EXCHANGE for Utilities, all makes Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1951 Vanguard utility, 2-tone; £295; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

ESTATE CARS, Ltd., 221, Upper Richmond Rd., S.W.15. Putney 2276-7. Specialists purchase and sale of utilities. 9-7 week-days, 9 a.m.-2 p.m. Sundays. [0571/R

1954 Bedford Dormobile, grey, excellent condition; £495.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068

1952 Bradford utility; engine reconditioned; in very nice condition; mileage 27,000; £245.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

565 gns.—Hillman Minx, September 1954 Phase VII estate car, golden sand, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below:—

495 gns.—Austin A30 1955 Countryman estate car, grey, one owner, exceptional; terms, exchanges. —Rowland Smith, below:—

345 gns.—Austin A40 1951 5-seater estate car, green, removable rear seating, side windows, rear entrance, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

G & M ALFREDS (1936), Ltd.—1953 (series) Austin A40 Countryman, 1955 condition; 1951 Austin A70, pick-up, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

1954 (October) Bedford Dormobile, 10,000 miles, in very good condition; price £475.—John Paine, Hook House Brenzett, Romney Marsh, Kent. Tel. Brooklands 262. [4223

1955 Bedford Dormobile 1955, 2-tone green, heater, special fibre-glass roof, one owner, low mileage, cost over £800 new; £545.—Hillwood Motors, Mill Hill (London) 4232. [4313

AZ MOTORS offer utility bargains.—1953 Vanguard estate car, £450! 1948 Bedford, spotless, £240! 1947 (regd.) Minx, £145!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 2276-7. [0572/R

VAUXHALL 14

1946 Vauxhall 14 J saloon, £295.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068

VAUXHALL WYVERN

£495!!!—1953 Vauxhall Wyvern de luxe saloon, beautiful condition; choice of 3.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

AZ MOTORS offer 1950 Wyvern, nice condition; £395.—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1951 Vauxhall Wyvern, recent overhaul; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1955 Vauxhall Wyvern, low mileage, heater; £645. —A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095

PRIDE & CLARKE, Ltd.—1955 Vauxhall Wyvern saloon, 10,000 miles, heater; £629; 1953, heater, £459.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Wyvern, black, 9,000 miles, one careful owner; £600; terms and exchanges.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040/6642. [C3012

£675.—1955 Wyvern saloon, black, heater, one owner; 7,000 miles only, literally unmarked. —Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/9309. [C1113

1949 (May) L-type Wyvern saloon, black, grey interior, just fitted works reconditioned engine, one owner since new; £375.—Robbins, East Putney. Tel. 7881. [C3010

1951 Vauxhall Wyvern, choice of two, both beautifully maintained; from £375.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1954 Wyvern, black with brown upholstery; a one-owner car, fitted heater, screenclean, fog lamp, bonnet motif, treadplates; £550.—K. J. Motors, Ltd., Bromley. Rav. 3456. [4469

1950 Vauxhall Wyvern, serviced by main Vauxhall agent, inspection and test invited; £340, no offers; tel. Mac. 4799.—Heapy, 20, Thessaly Sq., Battersea, London, S.W.8. Private sale. [4484

BOWES ROAD GARAGE.—Wyvern, 1951 model (December, 1950) saloon, leather, heater, excellent condition, guaranteed; £375.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284-5-6. [4050

£365.—Vauxhall Wyvern 1950 saloon, leather, heater, excellent throughout, choice 2; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube). Park 5066-7. [C1017

525 gns.—Vauxhall Wyvern 1954 saloon, metallic-chrome green, heater, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

VAUXHALL VELOX

CAR MART, Ltd.

1954 Vauxhall Velox saloon, heater; £550.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

KJ MOTORS, Ltd., offer:—

1954 Velox in caribbean blue, fitted heater; in first-class condition; £565.

1953 Velox saloons, choice of 2 one-owner cars, finished in green or grey; both fitted heater and other accessories; £495.—Widmore Rd., Bromley. Rav. 3456. [4468

H. A. SAUNDERS, Ltd., offer:—

1955 Velox, Kingfisher blue, blue upholstery, heater; £665.

H. A. SAUNDERS, Ltd., 836/842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

1956 Velox, heater, only 800 miles; first £785 cash.

ANTHONY CROOK, High St., Esher, Surrey. Tel. 4580. [C1063

1954 Velox, grey, one owner, heater, foglamp, excellent condition; £535.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1953 Vauxhall Velox saloon, dual colour grey and ivory, fitted with heater; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1954 Vauxhall Velox, 16,000 miles, grey, heater and extras, as new; £600.—Box 1185. [4211

1954 Velox, grey, one owner, heater, guaranteed; £575.—Campbell Symonds, Wembley 6262. [C1037/1

1956 Velox, black, heater, only 2,000 miles, guaranteed as new; £775.—Campbell Symonds, Wembley 6262. [C1037/2

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloons, heater; from £479.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

G & M ALFREDS (1936), Ltd.—1956 Vauxhall Velox saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. [C1005

1954 Vauxhall Velox saloon, finished in grey with grey upholstery, low mileage; £635.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4423

VAUXHALL CRESTA

GUY SALMON AUTOMOBILES offer:—

1955 (series) Vauxhall Cresta saloon, black, 9,000 miles, heater and radio, one owner, unmarked condition; £745.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1955 Cresta, 14,000 miles; £675.—Mortlock, High Rd., N.12. Hil. 0890. [4616

1955 Vauxhall Cresta saloon, morocco red/beach white, one owner; £695.

STEELE GRIFFITHS, London, S.E.6. Rodney 2201-6; Brixton 7354; Hounslow 4606. [4605

1955 model Vauxhall Cresta saloon; £695.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL CRESTA

1955 Vauxhall Cresta, every extra, choice of 3, from £735.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095

1955 (May) Vauxhall Cresta, radio, heater, taxed December, low mileage, superlative; £725.—Bruce France, 8a, Cromwell Mews, South Ken. Fla. 0513. [C2096

1955 Cresta (first reg. Nov., 1954) in dual tone ivory and blue, with leather upholstery; fitted reversing lights, screenclean and wing mirrors, low mileage car, in immaculate condition; £725.—K. J. Motors, Ltd., Bromley. Rav. 3456. [4467

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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1954 Vauxhall Velox, grey, grey upholstery, heater, mechanically sound; £565.

1954 Vauxhall Velox, green, green upholstery, radio heater and spotlight; £575.

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ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

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PART exchange and hire purchase available.—Mansfields, Ltd., 17, Cornfield Rd., Eastbourne. 0936/R

GRAHAM BROTHERS "Autorama" for quality-tested" used Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stretford (Trafford 3311). [0283/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3895. [W3016/R

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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K J MOTORS, Ltd., spares, accessories, reconditioned units; Perkins diesels.—Bromley. Rav. 3456. [0598

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605-6. [0964/R

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WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915. [C4070

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1927 Fiat 1100 open 4-seater, £40; or would dismantle for spares.

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VINTAGE Vauxhall, 1926, beautiful condition, 7 good tyres, many spares, reliable, economical, comfortable, taxed, guaranteed; £150 o.n.o.—Ratcliffe, Alterton, Axbridge, Somerset. [4218

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ELM AUTOSALES offer:—

1954 Volkswagen 1,131cc saloon de luxe, seat covers, usual extras, 22,000 miles only; £495.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1955 de luxe saloon, one owner, exceptional condition; £655.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211/5. [C1080

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B. J. HUNTER, Ltd., offer:—

1954 Volkswagen saloon de luxe, most superior condition, positively unmarked; £575.

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ALL enquiries and demonstrations to

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DISTRIBUTORS of Volkswagen vehicles.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. [0373/R

RICHARDS & CARR, Ltd., are always best value.

1955 Volkswagen de luxe saloon, one owner, choice of two; 7,900 and 13,000 miles; £635 and £615.

1954 Volkswagen de luxe saloon, 1,192cc, 24,600 miles, excellent example; £545.—35, Kelmerton St., S.W.1. Belgravia 3711. [C3045

EUROPEAN CARS, Ltd., Volkswagen distributors, offer:—

1955 (May) Volkswagen de luxe sun roof saloon, black, 8,000 miles, excellent condition; £665.

1954 (September) de luxe fixed head saloon, Strata-silver, 18,000 miles, excellent condition; £565.

129 Old Brompton Rd., S.W.7. Fre. 7722. [4293

NEW Volkswagen de luxe saloon available, immediate delivery; £740/2 ex-works.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069/1

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offers:—

1955 (1956 model) Volkswagen de luxe saloon, Strato silver, one owner, low mileage, as new throughout; £695; maximum h.p. [C1001

1955 (May) Volkswagen de luxe, 11,000 miles, as new; £625.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

CASS'S MOTOR MART.—1954 Volkswagen Microbus, brown and fawn, brown upholstery, 9-passenger, heater; £775; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

V & F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and repair of Volkswagen cars.

V & F MONACO MOTORS.—1955 de luxe saloon, silver blue, loose covers, 9,000 miles; £635.

V & F MONACO MOTORS.—1954 de luxe sun roof saloon, H.M.V. radio, 21,000 miles, beige; £595.

V & F MONACO MOTORS.—1954 de luxe saloon, black, one owner, spotless, 25,000 miles; £565.

V & F MONACO MOTORS.—1953 de luxe saloon, blue, loose covers, other extras; £495.

V & F MONACO MOTORS.—1951 de luxe saloon, l.h.d., one owner, original condition throughout; £395.

V & F MONACO MOTORS.—1947 Standard sins., choice of 4 from £185.

V & F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0642/R

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph, while doing 35mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R

1956 de luxe Volkswagen saloon, fitted radio, heater, and only done 6,000 miles; £695.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night, St. Annes 03290. [C2053

£325!!—Volkswagen saloon, 1947, r.h.d., hide upholstery, recent complete overhaul costing £120, opportunity to acquire a faultless car at a reasonable price.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1955 (Sept.) Microbus, one owner, under 5,000 miles, specially finished in polychromatic silver grey and blue, Turbo discs, Tartan nylon seat covers, roof rack, folding ladder for luggage loading, chrome bumpers, extras cost over £100; £930.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. [0980/R

WANTED.—Volkswagen 1954-56 de luxe or standard.—Please write Sinfield, 124, Knowle Rd., Mirfield, Yorkshire. [3923

V & F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0500/R

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SPECIALISED repairs on Volkswagen by factory trained mechanics.

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REPAIRS (supervision Mr. Tarrant, diploma VW works); TF express twin carburettor installation giving astonishing acceleration, £38 (trade discount); seat covers, £5; exterior sun vizor, £4/15; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

9000 miles, 1955 Wolseley 4/44 saloon, grey with maroon upholstery; £765.

OTHER colours available.

1951 Wolseley 6/80, reconditioned engine, beautiful condition, black.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951, 399, London Rd., Croydon, Thornton Heath 4285, or 12, Chelsea Manor St., S.W.3. Flaxman 8181. [C4015

BENTALLS, Ltd.

1951 Wolseley 6/80, grey with grey interior; 36,000 miles; excellent condition, £395.—Kingston-on-Thames. Kingston 1001 [C1095

ELM AUTOSALES offer:—

1954 (July) Wolseley 4/44 latest type saloon, black, maroon leather interior, fitted heater, screen washers, 15,000 miles only, virtually a new car at a saving on list; £675.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

TOM GARNER, Ltd., offer:—

1956 series Wolseley 6/90 saloon, green, radio, loose covers, 2,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1950 model Wolseley 6/80 saloon, radio and heater, excellent value, £325.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GUY SALMON AUTOMOBILES offer:—

1955 Wolseley 4/44 saloon, green, excellent condition; £685.

1952 Wolseley 6/80 saloon 23,000 miles only, a beautifully kept one-owner car; £475.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WESSEX MOTORS, New St., Salisbury.

1956 Wolseley 4/44 saloon, nominal mileage, condition like new.

TELEPHONE Major Hill, Salisbury 3275. [C4087

ONE only new Wolseley 6/90 at £1,126/7 ex-works.

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AMAZINGLY improved performance and economy: send for data sheets and road tests.

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1947 Wolseley 14 saloon, exceptionally clean and sound, 3 months' guarantee; £325.

C & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1951 Wolseley 4/50, in exceptional condition throughout; £415.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779 [C4016

£410!!!—Wolseley 6/80, grey, heater, excellent condition; terms, exchanges.—Perivale 0530. [4047

1956 Wolseley 4/44, green, under 2,000 miles, undersealed and Ace Rimbellishers, B.M.C. guarantee; £900.

MEBES & MEBES, Ltd., The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [C3012

£345.—1948 Wolseley 8 4-door saloon black, one owner.—Haverstock Garage, Haverstock Hill, N.W.3 Gullver 2662. [C2093

£295!!!—1947 Wolseley 14 de luxe saloon, beautiful condition, choice 2, also Wolseley 18 from £275.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

WOLSELEY 4/44 saloon, black with brown interior, heater and new tyres all round, original spare unused, moderate mileage car, 1953, one owner; £635.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

695 gns.—Wolseley 4/44 1955 saloon, heater, screen washers, loose covers, one owner, small mileage, spare unused, choice of three; terms, exchanges.—Rowland Smith, below:—

395 gns.—Wolseley 6/80 1951 saloon, black, brown leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Wolseley 14 1946 saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

95 gns.—Wolseley Super 6 1938 21hp de luxe saloon, sliding head, leather, heater; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1952 Wolseley 6/80 saloon, green with green leather interior, equipped heater; £450. BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen. 774. Bottomgate, Blackburn 5084. [C3082

1956 Wolseley 6/90, black/maroon, factory mileage only.—Sargeant & Collins, Bromley. Imperial 2242. [4571

1952 Wolseley 6/80 saloon, specimen; £425.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1955 Wolseley 4/44 black saloon, radio, heater, zip covers, foglamp, screen washers, Rimbellishers, 7,000 miles, unquestionable condition; £765.—Derwent 4789. [4532

1946 Wolseley 18 saloon, black, brown leather, immaculate condition, maintained regardless of cost; £325.—35 Grosvenor Gdns., N.14. Laburnum 1347. [4523

ARCHIE SIMONS & Co., Ltd.—1950 Wolseley 6/80 saloon, blk./brn. leather, fitted heater excellent mechanical condition; £325.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1953 Wolseley 6/80, blue-grey with grey interior, one owner, 19,000 miles, year's tax, immaculate; £465.—Nash (Southampton), 5 & 6, Malvern Terrace, Southampton 73963. [4289

£295!!—1946 Wolseley 18/85 de luxe saloon, radio, black, wonderful condition and superb value.—G. S. Hall, Ltd. 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1955 Wolseley 4/44, fitted T.F. conversion, grey with red, one owner; £745.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 6401. [C4056

£215—18/80 black saloon, first reg. Dec. '46, privately owned, well maintained, sliding roof, radio, excellent condition.—Tel. Walton-on-Thames 1373. [4225

1952 Wolseley 6/80, beige, brown interior, a good specimen, £395; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1955 Wolseley 4/44 saloon, grey with grey leather upholstery, almost as new, fitted radio and extras; £710.—Douglas Smith, Scaldwell, Northampton. Tel. Brixworth 255. [4380

WOLSELEY

1956 Wolseley 6/90 saloon, works mileage, old list price.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3349. [0083/R

1952 (June) Wolseley 4/50 13hp saloon, black/tan hide upholstery, heater, spotlight, Ace Rimbellishers, windscreen washers, wing mirrors, 20,000 miles only, magnificent condition throughout £495.—Gordon White & Co., Ltd., Austin House, Gerrards Cross, Bucks. Gerrards Cross 2077-8. [4556

Wolseley Cars Wanted

R S ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Wolseley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Wolseley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Wolseley Spares and Service

W. JACOBS & SON, Ltd.

SPECIALISTS in Wolseley spares for all models.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0485

RAMSAY MOTORS, Ltd. 242/248, High St., Barnet 3240.—Spares, 1937 onwards; sales and repairs. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

R. HARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0317/R

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R S ROWLAND SMITH'S the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

IF you wish to sell your car for cash write, 'phone or call GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0284/R

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HEARSES and handles from stock; brochures available. ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

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SLOCOMBES.

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1953 Ford 5cwt van, plain; £195.

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NEW Morris ½-ton van at £548/1/2 ex-works.—J. Davy, Ltd., 160-4, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

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JOHNSON & BROWN (A.C. distributors) offer early delivery A.C. Ace and Aceca.—268-270, High St., Bromley, Ravensbourne 8841-2. [N2073

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THOMPSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [0626/R

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ADLARDS MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6431. [0442/R

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THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0351/R

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AUSTIN A30 4-door saloon, black, old price; £541/18/8.—Salmons Garages, Ltd. Temple Bar 3338. [N4001

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AUSTIN A90, black (old price), immediate delivery.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [4261

METROPOLIS GARAGES, Ltd., agents for Austins, offer immediate and early delivery of all models.—45, Earls Court Rd., London, W.8. Western 4544. [0601

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KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

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TRINITY CARS, Ltd., Austin retail dealers, invite enquiries for the immediate delivery of all models.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

HERBERT & MILLS, Ltd., Austin agents for over 30 years, offer immediate delivery A30, A40, A50 and A90 saloons.—75, Gt. Portland St., W.1. Langham 3506-7. [N2036

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston, the Austin main agents, offer immediate delivery of all models; demonstration cars available, exchanges and deferred terms.—Kingston 3151, 6 lines. [0265/R

PRINCESS saloon, A90, A50, A40, A30, and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155. Streatham 7362. [0889/R

AUSTIN Princess saloon, finished in grey with blue hide upholstery, fitted radio, available for immediate delivery at pre-increase price showing a saving today of over £300.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 31295. [5875

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SMITH MOTORS OF DULWICH for Austin-Healeys.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0841/R

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BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986/R

BLUE STAR GARAGES, Exeter; Fiat distributors; demonstration cars available.—Exeter 73096. [0086/R

RUDDS OF WORTHING.—600 in stock; immediate delivery.—Adjoining Central Station, Worthing 7773-4. [0697/R

1955 Fiat 500, unregistered, shop soiled; offers below list price considered.—Frank Painter, Ditherington, Shrewsbury. [4215

FIAT, one only Fiat 600, delivery mileage, unused, regd. 1956; £590.—Nixon's Garage, Newcastle, Staffs. Tel. 69154 and 64357.

C. V. RUSHMER AUTOMOBILES, Official Agents; demonstrations, quick deliveries.—45, Holland Park Mews, W.11. Park 5731. [N3061

FIAT, new 600 and 1100, etc., immediate delivery; main London dealers.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. [N3083

HAMPSTEAD, N.W.3.—Immediate delivery Fiat 600; terms, exchanges.—Northways Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [N3026

FOR early delivery all new models, specialist tuning and spares.—Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3579

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MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists for all models; any car or motorcycle taken in exchange; catalogues on request.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. [N3009

COME and drive the fantastic Fiat 600 and Millecento; we value cars in part exchange.—Performance Cars, Distributors for West London and Middlesex, Great West Rd., Brentford, Middx. Ealing 8641. [N3041

COX'S MOTORS (LEICESTER), Ltd., have in stock all Fiat models, 600, 1100, 1400 and 1900 saloons; immediate delivery, any part exchange accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319-20023. [N1059

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NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater; £991/7/6.

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IMMEDIATE delivery Ford Anglia, Prefect and Consul saloons, also Ford Escort.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham station.) Tulse Hill 6464. [N3057

ARTHUR E. GOULD, 290-2, Regent St., W.1.

FORD main dealers and distributors for immediate delivery of Zephyrs, Zodiacs, Consuls, etc. Tel. Langham 1594-5. [0102/R

RAYMOND WAY, the hire purchase specialists.

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JOHN S. TRUSCOTT, Ltd., authorised Ford dealers.

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RIPOO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [N3052

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ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models.—Brixton 6431-2-3-4.

OVERSEAS residents, enquiries Export Dept.—Macaulay 3201. [0864/R

POPULAR from stock; terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [N4100

COULSDON.—H. Harmer (Coulsdon), Ltd., retail dealers, 272, Chipstead Valley Rd., Coulsdon, Downland 2255. [0690/R

FORD Consul and Popular (old price), immediate delivery.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [4260

JACK ROSE, Ltd., for your new Ford.—Stafford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [N3056

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0098/R

KDM & CHERRINGTON, Ltd.—Early delivery of Popular, Anglia and Prefect, enquiries invited for the Three Graces.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

NEW and unregistered Ford Zephyr saloon, black, red leather; overdrive and heater, list price, your old car in exchange.—Stewart's Garage, Beeston, Notts. Tel. 254509 [4065

R. C. WIMBUSH, Ltd., Ford stockists, offer immediate delivery of the Zodiac, Zephyr and Consul saloons; part exchanges and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [N4056

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NEW Ford Consul estate car, finished in black, with maroon upholstery, fitted heater, conversion by Abbotts.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [4294

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and service; insurance.—Showrooms, 130, Sandgate Rd.; works and offices, 104, Foord Rd., Folkestone 51222 (3 lines). [0464/R

MANN, EGERTON & Co., Ltd., Ford main dealers, offer Consul convertible (new) finished in Dorchester grey, red hide upholstery, with heater, manually operated type, immediate delivery.—Mann, Egerton & Co., Ltd., 37, Surrey St., Norwich. [4308

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REQUESTS for literature to the manufacturers.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015

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RAYMOND WAY.

OFFICIALLY appointed distributors for this new 3-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £290/17, including P.T.; immediate delivery of all colours and models from ½ deposit.

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CONSULT us for deliveries and exchanges.—291-293, Ballards Lane, North Finchley, N.12. Hillside 4011-4405. [N0793/R

SMITH MOTORS OF DULWICH for Hillmans.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0311/R

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411/R

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CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 8585. [0784/R

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HILLMAN Californian, brand new, 1956, red/cream, pre-Budget price £786, one only.—Edmonds, 358, Stratford Rd., Shirley, Warwicks. Tel. 1081. [4214

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0868/R

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HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. [0720/R

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WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081

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COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

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KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley, Rav. 3456. [0286/R

SMITH MOTORS OF DULWICH for Jaguar.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0842/R

DAVIES MOTORS, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—273, London Road, Staines. Staines 4211-5. [N1080

NEW Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [N1015

2.4 Demonstrations arranged, early delivery.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/7253/7154. [N1046

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CLARKE & SIMPSON, Ltd.—All Jaguar models for immediate or early delivery, see and try our XK140 demonstration car.—49, Sloane Sq., S.W.1. Tel Sloane 4727. [N1048

SIDNEY MARCUS, Ltd.—New Jaguar Mark VII M, overdrive, at pre-budget price, also all models for immediate or early delivery, including the new 2.4-litre.—33, Sloane St., S.W.1. Belgravia 3721. [N3006

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JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

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KAISER.—Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [0309/R

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WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0265/R

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IMMEDIATE delivery 1956 220A Mercedes-Benz saloon, black and red, servo brakes, etc.; terms and exchanges.—Gee Cars, Ltd., 169, Fulham Rd., S.W.3. Kni. 4733 or Mac. 3363. [0923/R

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SMITH MOTORS OF DULWICH for M.G.s.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0529/R

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offer:—

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JACK ROSE, Ltd., for your new M.G.—Stafford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [N3056

KDM & CHERRINGTON, Ltd.—Immediate delivery of Magnette saloon.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

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BASIL ROY, Ltd., Morgan distributors, full range on view; see and try Morgan fitted with TR2 engine. —161, Gt. Portland St., W.1. Langham 7773. [0510/R

MORGAN.—Leicester and Rutland County distributors, most models from stock, part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [1059

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IMMEDIATE delivery Cowley and Oxford saloons.

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MORRIS Cowley, black; £743/17 (old price).—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [N1062

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MORRIS Oxfords and Minor travellers' car, immediate delivery.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [4259

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JACK ROSE, Ltd., Morris agents.—Morris Cowley, old list price.—High St., Banstead, Surrey. Burgh Heath 2376. [N3056

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HERBERT & MILLS, Ltd., Morris agents for over 30 years, offer early delivery of all new models.—75, Gt. Portland St., W.1. Langham 3506-7. [N2036

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R

NEW Morris Oxford Traveller's car, grey, with red upholstery, immediate delivery; £936/12.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [N1106

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A REVELATION in motoring! Up to 85mph and 47mpg, 6 seats, flat floor, amazing acceleration, superior road holding, safety, comfort, appearance, overdrive; try the aerodynamic 42bhp air-cooled f.w.d. Dyna saloon, agency enquiries invited (Home Market, U.S. Forces sales). Export.—Tarrant & Frazer, 10, Winchester Mews, London, N.W.3. Primrose 6159.

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DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent). —127, High St., Croydon. Tel. Cro. 7211/7217. [0391/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015

RENAULT

RAYMOND WAY.

FOR your Renault 750cc saloon for immediate delivery on ½ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0777/R

RUDDS OF WORTHING.—Main agents offer quick deliveries.—Adj. Central Station, Worthing 7773/4. [0687/R

FRED GUY for new Renaults, immediate delivery; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

EXCHANGE your car for the economical Renault, we offer our part exchange and h.p. facilities, tel. or write to:—

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 6266. [N2033

METROPOLIS GARAGES, Ltd., offer for immediate delivery the new Renault 750.—45, Earls Court Rd., London, W.8. Western 4544. [0626

RENAULT sales and service, immediate delivery of 750 de luxe saloons in all colours; h.p. arranged. —Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R

PERFORMANCE CARS, Ltd. stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Gt. West Rd., Brentford, Middlesex. Ealing 8841. [N3041

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate in stock available for demonstrations; generous part exchanges and terms.

COX'S MOTORS, Conduit St., Leicester. Tel. 60319. [N1059

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R

RELIANT

ROWLAND SMITH'S for Reliant.

IMMEDIATE delivery, choice of colours.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

NEW CARS FOR SALE

RILEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.,

RILEY Retail Dealers.

TELEPHONE Epsom 1234. [0661/R

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder.

IMMEDIATE delivery, at pre-increased price.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

NEW Riley Pathfinder at pre-increase price.—Imperial 2242. [4013

MAYFAIR and West End Agents.—Immediate delivery Pathfinder.

RIPOO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 25952/3/4. [N3052

THE whole Riley range available for immediate delivery.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [N1027

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offer:—

RILEY Pathfinder, black with red; pre-B.M.C. price rise, £1,113/17. [N2058

SMITH MOTORS OF DULWICH for Riley Pathfinders.—235, Rye Lane, S.E.15. Tel. New Cross 6767. [0530/R

RILEYS.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

KDM & CHERRINGTON, Ltd.—Immediate delivery of Pathfinder saloon.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of new Pathfinder at old price, own demonstration car available.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

MEBES & MEBES, Ltd. (est. 1893).—Offer immediate delivery of Pathfinders, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [0520/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38-42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0561/R

ROVER

HENLYS, England's leading motor agents

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

THE whole Rover range available for immediate delivery.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 Temple Bar 3588. [N1027

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers.—Bromley. Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382-3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

DORKING MOTOR Co., Ltd., main dealers; all models for immediate or early delivery.—Dorking 2256. [N1088

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

CATERHAM, Purley and district, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2384. [0924/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton Tel. 31682. [0001/R

METROPOLIS GARAGES, Ltd., offer Rovers and Land-Rovers for immediate and early delivery.—45, Earls Court Rd. Wes. 4544. [0107

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0951/R

ROVER

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0148

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester 8. Tel. Bla. 2302. [0566/R

LAND-ROVER

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

SIMCA

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [N3040

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2629. [0109/R

MAYFAIR GARAGES, Ltd., accredited West End Simca stockists, for your new 1956 Aronde Elysee saloon, any car or motor cycle taken in exchange.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. [N3009

SEVERAL low-mileage mod. 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 6 months' guarantee still applies.—Write Piat (England), Ltd., Water Rd., Wembley, Middx, or Tel. Perivale 5651. [0665/R

YOU couldn't do better than secure immediate delivery of your new 1955 Simca Aronde saloon, available at bargain price over £100 saving on current list price; if you are longing for a family saloon with sports car performance, a car to suit your personality and to match your skilful driving—you cannot beat the 1955 Simca Aronde; the de luxe specification includes heater, leather upholstery and other extras; £799 ex works; of course your present car welcome in part payment at its current market value.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006

SINGER

WM WELBECK MOTORS, area dealers for the Rootes Group Singer, largest stock at new amazingly low prices; Retail Dept. at your service anywhere: Wholesale Dept. now covers the following areas: London, W.1 (North of Oxford St.), W.C.1 and 2, N.1, N.W.1 and 8, E.C.1, 2, 3 and 4.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St Station). Welbeck 1139. [N4049

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

CROYDON.—H. Harmer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0681/R

TRADE and retail agents, full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

IMMEDIATE delivery new Singer Hunter de luxe saloon in black; terms; exchanges.—Gibsons Sports Cars (Christchurch), Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3964

STANDARD

L. F. DOVE, Ltd.,

AREA main dealers.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444 [N2021

HALLS (FINCHLEY), Ltd.

STANDARD and Triumph area dealers; all models available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [4317

ROSE & YOUNG, Ltd., offer:—

IMMEDIATE delivery, all models.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham station.) Tulse Hill 6464. [N3057

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Super 8 and Super 10 saloons, Good Companion estate car.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot, day and night garage facilities

BERKELEY Sq., London, W.1. Grosvenor 4343. [0856/R

JOHN S. TRUSCOTT, Ltd., for Standard.

WIDE choice for immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

WHITES GARAGE, Ltd., of Grimsby, offer:—

EARLY delivery of Standard cars, all models; Standard distributors for 34 years.

WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R

STANDARD

IMMEDIATE delivery Standard 8s and 10s, all models.

LONDON & COUNTIES MOTOR MART, Ltd., 79-91, New Kings Rd., Fulham, S.W.6. Renown 1183. [0676/R

LANKESTER ENG. Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184/5.

STANDARD and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and deferred terms. [0402/R

THE whole Standard range available for immediate delivery.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London W.C.2. Temple Bar 3588. [N1027

STANDARD 8 family saloon, grey; £554/17.—Salmons Garages, Ltd. Temple Bar 3538. [N4001

SMITH MOTORS OF DULWICH for Standards.—101, Barry Rd., S.E.22. New Cross 6611. [0515/R

STANDARD 10 family saloon, beige; £614/17.—Salmons Garages, Ltd. Temple Bar 3538. [N4001

STANDARD 8 and 10, etc., immediate delivery.—Premier Motors 295, Lewisham High St., S.E.13. Lee 1051. [N3083

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD Eights and Tens, immediate delivery.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [4262

STANDARD 10 saloon.—Try Motouursts (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

JACK ROSE, Ltd., for your new Standard.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [N3056

STANDARD 8, 10 6cwt pick-up truck, immediate delivery.—Premier Motors, 295 Lewisham High St., S.E.13. Lee 1051. [N3083

SIDNEY MARCUS, Ltd., official Standard and Triumph agents.—All models for early delivery.—33, Sloane St., S.W.1. Belgravia 3721. [N3006

STANDARD car specialists L. sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

TRINITY CARS, Ltd., Standard retail dealers, invite enquiries for the immediate delivery of all Standard 8 and 10 models.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

DUDLEY COBBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early delivery Vanguard III family and Super 8 saloons.—208-10-16, The Broadway, Wimbledon, S.W.19 Cherrywood 3366-7. [0955/R

WILSONS AUTOMOBILES AND COACHWORKS, Ltd., offer immediate delivery of the 8hp and 10hp range and prompt delivery of the Good Companion and light commercials.—34, Acre Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 3901 [N4085/R

HILLWOOD MOTORS for Standards.—All models for immediate or early delivery, one only Phase 2 Vanguard and estate car in stock, pre-Budget prices; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3912

STUDEBAKER

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd. N.W.1 Euston 4444. [0090/R

STUDEBAKER Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unsold, immediate delivery; other models early delivery.—Malcolm Motors, Ltd., Stockist Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78208. [8260

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newton's Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines) [0771/R

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701 [0975/R

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd. 202-4, High St., Barnet 0332. [0413/R

R. S. MEAD OF MAIDENHEAD for your new Sunbeam Rapier or Mark III saloon.—42, Queen St., Maidenhead. Tel. 3431-2. [N3011

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 3 lines.) [0669/R

TRIUMPH

HALLS (FINCHLEY), Ltd.

TR3s available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [4318

ROSE & YOUNG, Ltd. offer:—

IMMEDIATE delivery Triumph TR3, red.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham station.) Tulse Hill 6464. [N3057

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2 and TR3, choice of colours, with or without overdrive.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

NEW CARS FOR SALE

TRIUMPH

BURGE & INGLIS (MOTORS), Ltd.

TR3 B.r.g., occasional seats, immediate delivery; part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0840/R

THE whole Triumph range available for immediate delivery.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [N1027

SMITH MOTORS OF DULWICH for Triumphs.—101, Barry Rd., S.E.22. New Cross 6611. [0845/R

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3019

TR3 Triumph, red, brown interior, good price offered by exchange.—Marshall's Garage, Walton-on-Thames 1829. [4358

TR2 specialists; immediate delivery; part exchanges; h.p.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3083

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

IMMEDIATE delivery Triumph TR2, pre-Budget price, one only, part exchange welcomed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [N2063

HILLWOOD MOTORS for Triumphs.—TR2 for immediate delivery; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3913

STANDARD & Triumph (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available.—Lankester Engineering Co., Ltd., 80-83, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0693/R

TR3: you couldn't do better than take immediate delivery now of your new Triumph TR3 sports, colour green with occasional seat; current market value for your present saloon or sports car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—4—6, Berkeley Sq., W.1 Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

VAUXHALL cars, immediate delivery of all models in full range of colours.

MANSFIELDS, Ltd., 17, Cornfield Rd., Eastbourne. Tel. 3005. [0167/R

KEITH & BOYLE (Ldn.) Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

WATFORD and West Herts.—Vauxhall dealers over 25 years, offer very early delivery all models.—A. Christmas & Co., Ltd., Watford 7750. [9966

VOLKSWAGEN

ROSE & YOUNG, Ltd., offer:—

IMMEDIATE delivery Volkswagen de luxe saloon.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham station.) Tulse Hill 6464. [N3057

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0127/R

VOLKSWAGEN

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9 Complete facilities. [0128/R

BROMLEY.—Volkswagen de luxe for immediate delivery, choice of colours.—Johnson & Brown, 268-270, High St., Bromley, Kent. Ravensbourne 8841-2. [N2073

EUROPEAN CARS, Ltd., distributors for London Western districts early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

ONE only, strato silver (light blue) saloon de luxe from stock, hire finance, exchanges.—Tarrant & Frazer, Ltd. 10, Winchester Mews, London, N.W.3. Primrose 6159. [N4100

PRIDE & CLARKE, Ltd., South London Distributors: all models available, any car welcomed in exchange, tax and insurance included in terms over 2 years.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; also specialized repair service spares.

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0851/R

PRIDE & CLARKE, Ltd., South London distributors, immediate or early delivery all models, service factory-trained and equipped mechanics; comprehensive spares; exchanges welcomed; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details:

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, main distributors for Bedfordshire and West Hertfordshire, offer immediate delivery de luxe saloons, choice of colours; early delivery Standard saloons and commercial vehicles; maximum H.P. terms available, half down, balance over 2 years. [N1001

WILLYS

WILLYS (Cars and Jeeps), Sole Concessionaires.—Steel Griffiths, London, S.E.5. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors: early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951). 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [N4046

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

WOLSELEY distributors.

TELEPHONE Epsom 1234. [0660/R

GAVIN FAIRFAX, Ltd.

IMMEDIATE delivery of 4/44 saloon and 6/90 saloon, full service facilities available.

WENTWORTH SERVICE GARAGE, Virginia Water, Surrey. Tel. Wentworth 3154-5. [N2099

H. BEART & Co., Ltd.

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081

ROWLAND SMITH'S for Wolseley.

4/44 saloon on view, 6/80 saloon available shortly.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

CHEAM MOTOR & ENGINEERING Co., Ltd.

WOLSELEY specialists offer immediate delivery of the new Wolseley 6/90 and 4/44 saloons; h.p. facilities and part exchanges.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R

WOLSELEY

IMMEDIATE delivery of grey 6/90 at old price.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

NEW Wolseley 4/44 and 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

THE whole Wolseley range available for immediate delivery.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [N1027

NEW Wolseley 6/90 and 4/44 at pre-increase price.—Imperial 2242. [4014

SMITH MOTORS OF DULWICH for Wolseleys.—285, Rye Lane, S.E.15. New Cross 6767. [0316/R

DORKING MOTOR Co., Ltd.—Immediate delivery 4/44 and 6/90 models.—Dorking 2256. [N1088

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offer:—

WOLSELEY 6/90, black; pre-B.M.C. price rise, £1,126/7. [N2056

JACK ROSE, Ltd. for your new Wolseley.—Stafford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2576. [N3056

KDM & CHERRINGTON, Ltd.—Immediate delivery of 6/90 saloon.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

C. W. J COLES, Ltd., official agents, offer early delivery of 4/44 and 6/90 models.—18, Blunt Rd., South Croydon Croydon 0074-5. [3893

ALFRED CHASTON, Ltd., Blackwood, Mon. Tel. A 3165. Offer subject to being unsold, Wolseley 6.90 saloon at pre-increase price, saving £84, black with red upholstery. [4349

IMMEDIATE delivery new Wolseley 4/44 and 6/90 saloons with choice of colour; terms; exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants Tel. Highcliffe 2275. [3966

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MEBES & MEBES, Ltd. (est. 1893).—Wolseley specialists for over 50 years, offer immediate delivery of 4/44 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

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MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST Midland, Eastern Counties and South Yorks.—

APEX SERVICE (NOTTINGHAM), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46307-8.

NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16. Moss Side 2245-6

SCOTLAND:—

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4137 [0496/R

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads, providing extra comfort.

AERATION and frothing troubles eliminated by exclusive patent

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

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PARTS AND ACCESSORIES. REPAIRERS. ETC.

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SEE our advert. under "Independent Suspensions."—A. H. Hobbs & Son. [0715/R

WEST LONDON REPAIR Co. Ltd., Wim. 6316-7; telescopic replacements for most post-war makes.—56, High St., Wimbledon. [0897/R

NEWTON shock absorbers—conversion kits available for M.G. models T.A., T.B., T.C., V.A., S.A., Y, Morris 8 models I and II, E, Morris 10 model M.

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30/-!!—Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R

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WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit more cars.

POST and rail orders are dispatched within one hour on receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

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IMMEDIATE exchange; we condition shock absorbers from obsolete to the latest types, from £1; vans cover 25-mile radius; post orders welcomed; inquiries for trade list appreciated.—R. & W. Services, Ltd., Walton-on-Thames 4846. [0914/R

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SPRINGS from dismantled cars, Austin, Morris, Alvis, Humber, Singer, Riley, Hillman, Wolseley; 2,000 cars dismantled.—"Motolympia," Welshpool. [3632

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A REALLY wide-open sun roof! The Continental "Webasto" can be fitted to any car for £65 approx.—Details from Car-Coverall (Dept. AC), 168, Regent St., London, W.1. Monarch 1601. [0044/R

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ARNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration, standardized installations available for M.G., Morris Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

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MARSHALL-NORDEC low pressure superchargers increase performance up to 50%; outstanding acceleration and hill climbing with complete reliability; no modifications to engine necessary; kits supplied complete with all parts and instructions for Austin, Ford, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc., early delivery for home and export orders; prices from £65.—North Downs Engineering Co., Westway, Caterham, Surrey. Tel. 2365. [M0755/R

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TYRES! Tyres! Tyres!

MAKE your driving safer.

PROTECT the lives of your family, yourself and others by driving on good tyres; now is the time to fit new; all your tyre troubles can easily be handled by us; write for details.

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FIRST grade heavy duty guaranteed unused remould tyres in Goodyear rubber; compare the value!

550×15, £3/1/2; 490×15, £3/0/9; 600×15, £3/6; 500×16, £3/2/2; 525×16, £3/6/11; 550×16, £3/11/2; 575×16, £3/15/2; 600×16, £3/19/6; 450×17, £3/4; other sizes pro rata; carriage by first passenger train 4/- extra per tyre.

SATISFACTION assured or money refunded under full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

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VETERAN beaded edge, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [M4070

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PRIDE & CLARKE, Ltd.—Tyre bargains, cash or easy terms; quotations by return; state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [M3068/R

TYRES, remoulds, all sizes (no casings required); used tyres and tubes, all types, modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58312. [0887/R

WHEN writing "Motolympia" for parts, mention tyres also; hundreds off dismantled cars, also retreads and clearance new stocks; keen prices.—Easy address: "Motolympia," Welshpool. [3629

5000 Guaranteed remould tyres, 17in, 18in, 19in, 20in, all other sizes available; guaranteed sound second-hand inner tubes, 5/- each; immediate despatch, carriage forward, satisfaction guaranteed.

W. MACHENT & SON, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

BULL'S.—A tyre for every job; new and remoulds; free fitting, call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 1 and 1a, Wilmot Place, N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswelltiro, Norwest, London. [0087/R

WHEELS, DISCS, TRIMS, ETC.

WHEELS (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

DISMANTLED wheels, most Austin spoke types, 25/-; Easycleans, 30/- to 40/-; all carr. 5/-; 2,000 cars dismantled.—"Motolympia," Welshpool. [3633

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WEST LONDON REPAIR Co., Ltd., Wim. 6316/7; wire wheels repaired, stove enamelled, hubs resplined; easy clean wheels repaired.—56, High St., Wimbledon. [0638/R

CLARE'S MOTOR WORKS.—Large stock wheels, wire, Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

6000 car wheels, second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0222/R

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SCREENS off dismantled cars.—Write, "Motolympia," Welshpool. Over 2,000 cars dismantled. [3631

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2.—Manufacture sports special and popular windscreen assemblies; also fixed and sliding windows for utilities conversions.—Bishopsgate 9611-3. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(Continued on pages 127-128)

GODDARD & SMITH.

PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Whi. 2721 (20 lines). [0290

ANTHONY D. LEWIS & Co.

SPECIALIST agents for the sale of motor businesses, garages and filling stations; valuations of premises, equipment and/or stock for all purposes; rating valuers and assessors.

BRIGHTON.—Modern filling station with showroom, workshop, 16 lock-ups; petrol sales 2,000 g.p.w.; exceptional opportunity; £9,000 leasehold, plus stock at valuation.—Ref. B/1319

ANTHONY D. LEWIS & Co., 95, High St., Esher 3577-8-9. [M2071

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.

CUMBERLAND.—Filling station, main road site, 40,000 g.p.a. increasing, suitable development, freehold; £4,500.

BUCKS.—Established general motor business, modern showrooms, pumps, workshop and living accommodation, popular agencies, valuable freehold; £30,000 s.a.v.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004/1

A. H. LANSLEY, 52/53, Friar St., Reading (Tel. 54632). Business transfer specialists and valuers since 1890. [0477/R

LARGE motor showrooms in prominent main road position Surrey/Middlesex borders; lease and goodwill for sale, or freehold.—Box 1259. [4292

KENT coast resort; garage specialising s.h., car sales, service, petrol, etc., long lease; £1,475, exchanges considered.—Box 1222. [4239

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.

SUSSEX.—Old-established coaching business and main road garage and filling station; modern fleet and equipment; substantial concern; £15,000, s.a.v

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BUSINESS AND PROPERTY

PETROL station lease for disposal, very low rental, partnership considered; £500.—Coast Road Motors, Rose Green, Bognor Regis. [4365

NR. Wisbech, Cambs.—Established garage and engineering business premises including dwelling house, workshop, petrol pumps and equipment.

FURTHER particulars from Henry Bond & Son, Auctioneers, Upwell, Wisbech; Cambs. [4345

JERSEY.—For sale, garage/filling station, equipped gallonage 50-60,000, main road, bungalow, large garden; £8,250, freehold.—Three Mile Garage, St. Saviour. [3858

EXCEPTIONAL opportunity due to re-organization, repairs and sales garage, Walton Rd., E. Molesey, Surrey; £2,250 cash.—Particulars Molesey 3993, Kingston 7193. [3553

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers.—Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

SURREY "A" road, splendid modern garage and petrol filling station, extensive buildings include showrooms, workshops, fitting and body shops, spray shop, etc., comprehensive equipment, turnover £95,000 p.a., area dealers Austin, Ford, Standard and Triumph, modern 4 bedroom bungalow; price freehold and goodwill £24,000; equipment and stock at valuation.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021A

£2000 to £5,000 capital.—Interesting and remunerative part time investment concerning motor trade offered by firm in south; full security.—Box 1126. [3995

SUNNY South Africa, Port Elizabeth, main Cape Rd., garage, filling station, sales, living accom. above, freehold for sale would consider exchange for similar in or around Surrey.—Box 0946. [3573

USED car and new motor cycle sales garage, main road position, good forecourt and garage, 5 petrol pumps, excellent bungalow; £7,000. Essex, 30 miles from London, private advertiser.—Box 0954. [3584

GARAGE to let Surrey, consisting of showrooms 12 cars; forecourt 14/16 cars; workshop 12 cars; agencies and good repair accounts; owner would remain if desired.—Box 1226. [4235

GARAGE filling station, fine position, good all-year-round trade, petrol sales 110,000, room for further improvement, retirement reason for sale; freehold £11,000.—Box 1272. [M2101/1

BUSINESS AND PROPERTY

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 53, High St., N.W.3. Tel. Hampstead 4614. [0546/R

SERVICE and filling station on main A16 Boston to Grimsoy, comprising large forecourt with 4 electric pumps, repair shop, showroom, office, modern house, 3 bedrooms, bathroom, covering 1¼ acres of freehold property.—Box 0982. [3595

WINDSOR.—Garage with 3-bedroom house, good class district garage brick built, with inspection pit and wash, holds 6 to 8 cars, suitable car repairs and sales, self drive hire depot; freehold £2,250.—Criddle, 24, Bourne Ave., Windsor. Tel. 2748. [4085

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to—1, Dover St., Piccadilly, London, W.1. Tel. Hyde Park 9528-9. [M1047

FINE modern freehold garage/filling station, excellent main road position near large, thriving town; present throughput 65-70,000 gallons, good workshops, ample scope, superb living accommodation; only £13,500 freehold.—Green & McLuckie, 303-305, Caledonian Rd., London, N.1. Tel. North 6366-7-8. [M2101/1

MOTOR and cycle repairs and accessories (Birmingham); important corner shop and house with repair garage, machine shop, workshop, stores, 2 petrol pumps, valuable plant, machinery and equipment and extensive stock in trade; £3,800 all in.—Cariss, Auctioneers, King's Heath, Birmingham, 14. (Highbury 2201-2.) [4201

SUSSEX coast, between Shoreham and Bognor, main road, established car sales business and driving school, corner showroom, offices, workshop, good steady turnover, maisonnette, flat over, 3 beds, lounge, dining room, modern property, audited a/cs.; price leasehold and goodwill, £3,000.—Apply in writing to W. J. Nicholls, 6, Grange Parade, Sea Lane, Rustington, Sx. [4918

FILLING station, garage, fine main road position, same hands 12 years, Essex; commanding (about 200ft) freehold premises, completely equipped workshop, detached bungalow included; petrol throughput about 1,800 gallons weekly, audited accounts; property included at genuine bargain figure of £9,750. Folio 3068.—Lincoln & Co., Sole Offices, 9, Hanover Square, London, W.1. Tel. Grosvenor 6801. [4306

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

BOURNEMOUTH.—Garage, central, accommodation 65 cars under cover; 2 electric pumps, 5-roomed cottage, same hands 21 years; £5,500 freehold.—Rumsey & Rumsey, Bournemouth. [4249

COVENTRY.—Freehold garage and service station occupying good trading position in modern residential and industrial suburb; the fully-equipped premises comprise: newly erected centrally heated showroom and workshop, spray shop, paint store, sales offices, stores, self-contained flat, "in and out" drive with four pumps, no restrictions; price £14,000 for freehold property and equipment, with vacant possession of the whole.—George Lovelitt & Sons, 29, Warwick Row, Coventry. (Tel. 3081-2-3-4.) [4397

Business & Property Wanted

GARAGE filling station wanted in this area; I have just returned from South Africa and will consider anything anywhere large or small.—Box 1271. [M2101

EXPANDING company requires additional filling stations, main trunk road positions within 100 miles Marble Arch or Greater London area, minimum gallonage 150,000 annually, must be free site, ample funds available.—Details to Everest Garages, Ltd., 55a, Duke St., Mayfair, London, W.1. Tel. Hyde Park 9383.

FILLING station, garage, required by substantial private buyer formerly in car sales but anxious to acquire sound station with good workshop trade; would go to any part of England—no domestic ties; not averse to building up neglected concern; £15,000 spot cash—most anxious to settle quickly; vendor's confidence fully respected. Please quote Ref. W1156.—Lincoln & Co., 9, Hanover Square, London, W.1. Tel. Grosvenor 6801. [4306

BUSINESS OPPORTUNITIES

ENQUIRIES invited from motor factors, garages, coach builders and accessory dealers from manufacturer of high grade stockinette polishing cloth.—Box 1121. [3981

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notifications of Vacancies Order, 1952.

EXPERIENCED Motor Salesman with thorough knowledge of used car values.
APPLY: John Campbell Motors, Ltd., 50, Stoke Newington Rd., N.16. Tel. Clis. 0478/9. [C1036

HERTFORDSHIRE main dealers require car salesman.—Waters of Hatfield. [4256

SENIOR Car Salesman required by Austin distributors in Southern Home Counties.—Box 1012. [3662

RECEPTIONIST required for Ford main dealer, London area; good pay and prospects.—Box 1223. [4237

SENIOR Salesman required for large showroom; West London suburb; good agency and wonderful opportunity.—Box 1125. [C1115

AUSTIN Distributors, South London area, require experienced works manager, only men with proved ability need apply.—Box 1009. [3659

PARTS Manager required by Austin main parts stockist situated South London, only men holding similar position need apply.—Box 1011. [3661

SALES Manager, preferably with comprehensive background, adaptable pleasant personality, Surrey/Hants border.—Box 1092. [3263

MOTOR Fitters, skilled, required, top rate, permanent position; bonus.—174-176, Sheen Rd., Richmond 4822. [3917

TESTER required, large Midland distributor carrying four high-class franchises; good prospects for really keen man.—Box 1033. [3722

COMMERCIAL vehicle salesman required by Austin distributors situated in Surrey, only experienced men need apply.—Box 1010. [3660

SALESMAN wanted for private and commercial vehicle sales; salary and commission.—Blue Star Garages, Ltd., Tel. Wimbledon 3031. [4414

CLERK for costing and invoicing motor repairs; good opportunity for experienced man; Central London area.—Box 1298. [4431

WORKING Director to organize new garage, skilled in all branches of garage work; small capital; accommodation available; Sussex.—Box 1138. [4114

SITUATIONS VACANT

FOREMAN required for Ford main dealer in London area; excellent prospects for suitable applicant.—Box 1224. [4238

PARTSMAN required for Jessups (Stratford), Ltd., 125-131, High St., Stratford, E.15. Vauxhall/Bedford main dealers. Call or Tel. Maryland 4366. [4322

WORKING director prepared to take over workshop and stores garage mid-Herts; expanding business; investment £4-5,000.—Particulars to P.O. Box 1273 [M1001

FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for right man.—Apply giving fullest particulars to Box 8069. [3915

SALESMAN required, Humber, Hillman, Sunbeam.—Reply in writing, giving details age, education, past experience, to Rootes Distributors, Standfield & White, Ltd., Sidwell St., Exeter. [4394

WANTED, salesman with drive and integrity for West London car agents; scope for individuality and initiative to trustworthy man; good salary and commission.—Box 1245. [C1104

WORKS manager required, under 40, capable of taking over workshop and stores in expanding garage business; previous experience essential.—Full particulars to P.O. Box 1274. [M1001

A VACANCY exists for a senior salesman with Vauxhall main dealers situated in the southern part of the country; write, giving details of previous experience, to—Box 1227. [4234

PANEL Beater required, excellent working conditions in new workshops; rate 5/6 per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos, Ltd., Bath Rd., Taplow. Tel. Maidenhead 444. [3898

JUNIOR or trainee salesman required by old-established London garage; new extensive showroom; popular agencies; excellent opportunity to join an organization of repute.—Write to the Sales Manager, Box 1261. [4290

JUNIOR salesmen required; motor showrooms, Kensington; good manner and smart appearance essential; excellent conditions, inc. luncheon vouchers, pension scheme, theatre tickets, free cars for holidays.—Write Box 1246. [4300

SALESMAN required; some experience of commercial vehicles an advantage, but not essential; junior salesman considered; good opportunities; pension scheme.—Apply G. E. Harper, Ltd., London Rd., Stevenage. [4354

CELLULOSE Sprayer charge hand required; excellent working conditions in new workshops; rate 6/- per hour, holidays with pay, pension scheme available.—Apply Maidenhead Autos. Ltd., Bath Rd., Taplow. Tel. Maidenhead 444 [3899

EXCEPTIONAL opportunity for first-class fitter, skilled in all branches of garage work, initiative and organizing ability; new garage, Kent borders; modern flat; wife assist pumps or office; good wage and share profit.—Box 1137. [4115

WELL established motor engineering firm in South East Essex has a vacancy for a senior clerk with initiative and capable of taking control of accounts department; only men with necessary practical experience need apply.—Box 1225. [4236

SERVICE manager for old-estab. motor business, approx. 35 operatives, specializing Rover, Vauxhall, Bedford; market town near Welsh coast; house available; state full particts., experience and salary reqd.—Green's Motors, Ltd., Haverfordwest. [4298

EXCELLENT opportunity for keen salesmen to join Vauxhall-Bedford main dealers (Metropolitan area), having large expansion scheme in progress; good salary and commission and expenses plus share of profits; a car will be provided for use for business and pleasure purposes.—Box 1260. [4291

CHAUFFEUR required for situation in Surrey; experience with Rolls or Bentley essential; willing to help at busy times of year on small estate, if required; wife to help in house; good cottage with all modern amenities, on frequent bus route; good references essential.—Allpress, Wolvers, Reigate. [4203

MOTOR MACS (EXETER), Ltd., Standard and Triumph distributors, have vacancies for private car salesmen who must be experienced in both buying and selling; these are good situations, permanent and pensionable; salary and commission; a good record is essential.—Apply in writing to Motor Macs (Exeter), Ltd., 167-169, Sidwell St., Exeter. [3416

SITUATIONS VACANT

FORD main dealer has vacancies for commercial vehicle salesman; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Rd., London, S.W.17. Balham 1271 (10 lines). [0007/R

A.E.C., Ltd., require detail draughtsmen; experience of the motor industry an advantage; modern offices and equipment, excellent opportunities for progress; good salary offered, five-day week, pension scheme and canteen facilities.—Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. [3202

DIRECTORSHIP available in well-known south coast garage established 30 years, excellent reputation; leading car agency; gallonage 90,000 increasing; knowledge repair side business advantage but not essential; exceptional opportunity to join small but progressive organization; modern flat available, audited accounts; minimum investment £1,000-£2,000.—Write Box 1259. [4272

HARRY FERGUSON RESEARCH, Ltd., require automobile design draughtsmen, preferably with H.N.C. or equivalent; interesting work on new projects, with excellent prospects; non-contributory superannuation scheme; this company is at present temporarily located near Banbury pending the erection of new premises near Coventry; free transport available to and from temporary premises and Coventry.—Apply in writing to: Chief Draughtsman, Harry Ferguson Research, Ltd., Chipping Warden Aerodrome, Nr. Banbury, Oxon. [3582

GENERAL garage manager required for well established garage, holding Vauxhall and Ford agencies; applicant must be fully experienced in every branch of the trade and have held similar positions; able to take absolutely complete charge and control of workshops, paint shop, panel shop, service and Tecalemit bays and forecourt; excellent opportunity for person with initiative, administrative and technical experience, and who is hard-working; 50% of the profits made by the above departments will be offered to the successful applicant; highest references required and only persons of proved ability need apply.
ERSKINE MOTORS, 72-82, Stoke Rd., Gosport, Hants. Tel. 8041. [4256

SITUATIONS WANTED

SKILLED auto electrician, 14 years' exp., requires position with unfurnished accommodation.—Box 1120. [3963

EXPERIENCED Sales Executive, successful both wholesale and retail sides of motor industry, desires suitable appointment.—Box 1301. [4440

EX-PUBLIC School, age 26, keen to obtain position offering opportunities on sales staff, new and used cars; London area.—Box 1218. [4227

FIRST-CLASS motor mechanic, 30 years age, experienced panel work, welding and spraying, requires position in South with accommodation.—Box 1219. [4228

EXPERIENCED salesman, 29 years age, highest integrity, seeks position in company offering good prospects, preferably in Home Counties.—Box 1278. [4361

YOUNG man, 25, Matric. O.N.C. (Mech. and Auto), manufacturer's pupilage, further sales and service experience, seeks responsible progressive post.—Box 1089. [3843

SALES Manager seeks change, 26 years London and provincial experience, excellent sales record in new and used cars, fully conversant with workshop, used to handling large staff.—Box 1146. [4122

GENERAL/SALES Manager available June; wide experience all depts including workshops, pre and post war used car values; accustomed sole control; South London preferred.—Box 1118. [3983

YOUNG man, 31, single, with good mechanical background (Diploma); organising ability and inquiring mind, seeks position where initiative and sense of responsibility can be exercised; advertiser and hard work are intimate friends.—Box 1263. [4363

SERVICE manager, keen, energetic young man, 30s, at present employed in managerial capacity with large concern dealing in quality products, seeks position with prospects; well established company; London or Home Counties; considerable experience all service aspects; commencing salary £1,000 per annum.—Box 1217. [4226

BOOKS, ETC.

HANDBOOKS, workshop manuals, motoring books; catalogue 6d (10c); enquiries, stamp please.—Gray, Hurstpierpoint, Sussex. [C2060

HOTELS, GUEST HOUSES, ACCOMMODATION

HOTELS, ETC.

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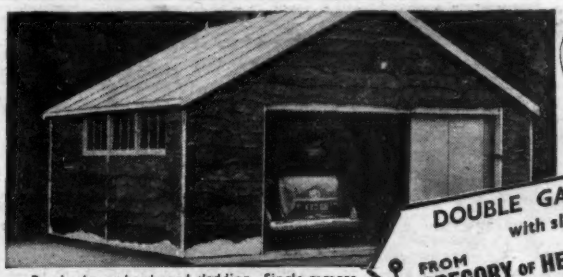

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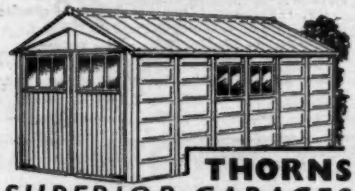

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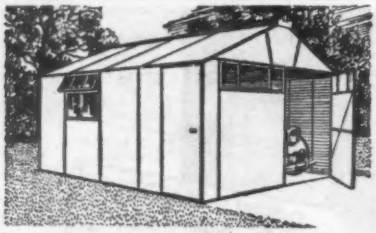

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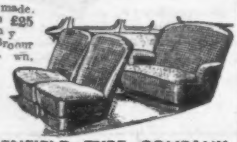

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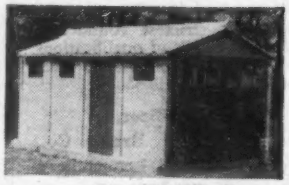

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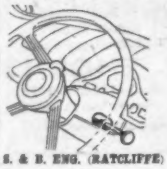

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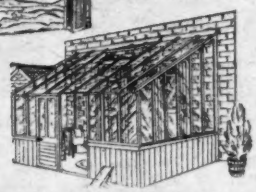

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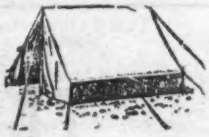

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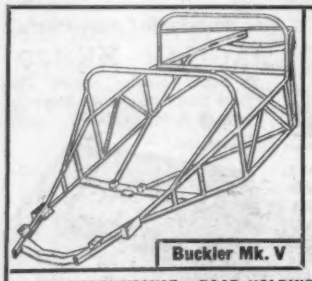

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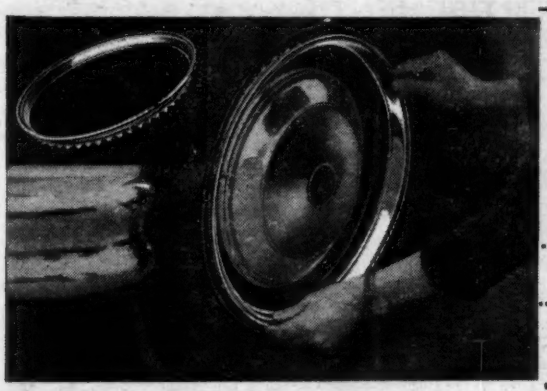

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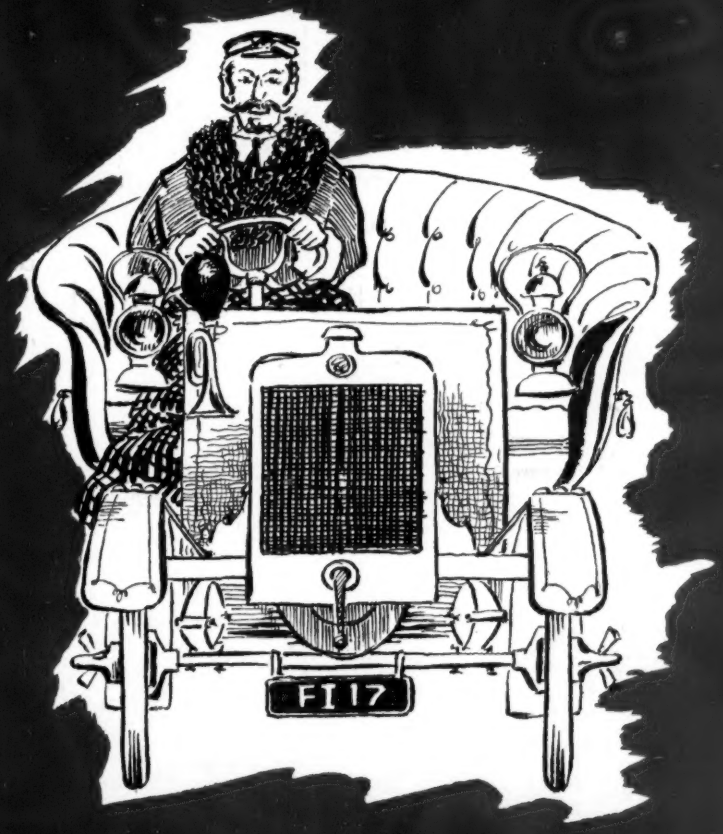

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